

24H
SERIES



24H DUBAI

16-17-18 JANUARY 2026

DUBAI AUTODROME



24H SERIES

The series explained, the 2026 European calendar and revised regulations

INTERVIEWS

Michelin, Modena Motorsports and Cerny Motorsport

A RICH HISTORY

Things you might not know about the 24H DUBAI

6H ABU DHABI

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*Welcome to Dubai Autodrome,
a subsidiary of Union Properties.
The beating heart of Motor City and
the UAE's first multipurpose motorsport
and entertainment destination.*

Since 2004, our 5.39 KM FIA Grade One circuit has stood as a symbol of excellence in the region's motorsport landscape, offering an unparalleled platform for professional racing, driver development, and fan engagement.

As we step into the 2025–2026 season, Dubai Autodrome continues to serve as a dynamic hub for competition, innovation, and community. The venue is home to a globally renowned karting track, a comprehensive Race & Drive Centre, and the ever-evolving Motorsport Business Park, now advancing into its third phase of development. These assets collectively support a wide range of motorsport disciplines and business activities that fuel the local and regional motorsport ecosystem.

Beyond the track, the Motor City neighborhood continues to flourish. Lined with cafés, restaurants, and retail outlets along

its signature boulevard, the area is also supported by key developments like Union Properties' residential communities, the First Avenue Mall, the Ribbon Mall, and the Park Inn by Radisson, offering comfortable hospitality with views directly onto Turn 16 of the circuit.

As part of our commitment to sustainability, Dubai Autodrome now operates with one of the region's largest rooftop solar panel systems, helping to offset a significant portion of our energy consumption with clean, renewable power.

In our ongoing effort to elevate the venue experience, Dubai Autodrome has introduced upgrades including an expanded Apex Garden, a dedicated fan zone offering sweeping views of the track and a lively atmosphere for attendees. This season, the Apex Garden will serve as a central point for on-site entertainment, activations, and family-friendly programming.

We're excited to host a thrilling calendar of events once again, including the highly anticipated Michelin 24H DUBAI, a fixture of international endurance racing. To the drivers, teams, media, officials, and guests, we extend a warm welcome and our sincere appreciation.

Whether this is your first visit or you're returning to the grandstands, we invite you to immerse yourself in the sights, sounds, and spirit of Dubai Autodrome throughout this 2025–2026 season.

Faisal Al Sahlawi

Dubai Autodrome General Manager



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Welcome Faisal Al Sahlawi **03**
Dubai Autodrome General Manager

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24H DUBAI LIVE BROADCAST

with commentary from Radio Le Mans

FRIDAY JANUARY 16

13:45
QUALIFYING

SATURDAY JANUARY 17

17:20
TOP 10 SHOOT OUT

12:15
STARTGRID

13:00
START

24H DUBAI 2026

SUNDAY JANUARY 18

13:00
FINISH

13:00
PODIUM

24hseries.com

Ahlan wa Sahlan

One of the biggest, best and most well established endurance races in world motorsport, the Michelin 24H DUBAI, marks the conclusion of the 2025/2026 Michelin 24H SERIES Middle East Trophy here this weekend at Dubai Autodrome – on the track's 21st anniversary

As the blue riband event of the annual Middle East Trophy, the twice-round-the-clock contest is arguably the most famous of the global races administered by Creventic having been a key part of the organisation's operations since 2006.

Following hot-on-the-heels of last weekend's Michelin 6H ABU DHABI, which was preceded in December by the Michelin 12H MALAYSIA, all eyes are now on Dubai Autodrome where we will crown this year's Middle East Trophy Champions.

Always one of the most hotly contested endurance races in the world, with one of the biggest grids, the third and final round of this year's Middle East Trophy is set to be an absolute classic with some of the most competitive and professional endurance racing teams and drivers taking part.

Team WRT claimed victory in last year's fantastic Michelin 24H DUBAI with its AlManar Racing badged BMW M4 GT3 EVO, one lap clear of the Porsche 911 GT3 R (992) entries of Pure Rxcing and Dinamic GT. The latter had led at the halfway mark from WRT and Pure, all three entries hugely competitive throughout the entire 24 hours.

Of the last 10 instalments of the big Dubai race, Audi is the most successful marque with four outright wins in GT3 – the most recent being in 2024 – while Porsche, Mercedes and BMW have claimed victory on two occasions each.

At the heart of Dubai Motor City, the 5.4-kilometre Dubai Autodrome is known for its fast, sweeping corners – there are 16 turns in total – and banked hairpins. Along with some key elevation changes and plentiful asphalt run-off, overtaking opportunities are prominent into the downhill Turn One, at the end of the back straight and also into the aforementioned hairpins.

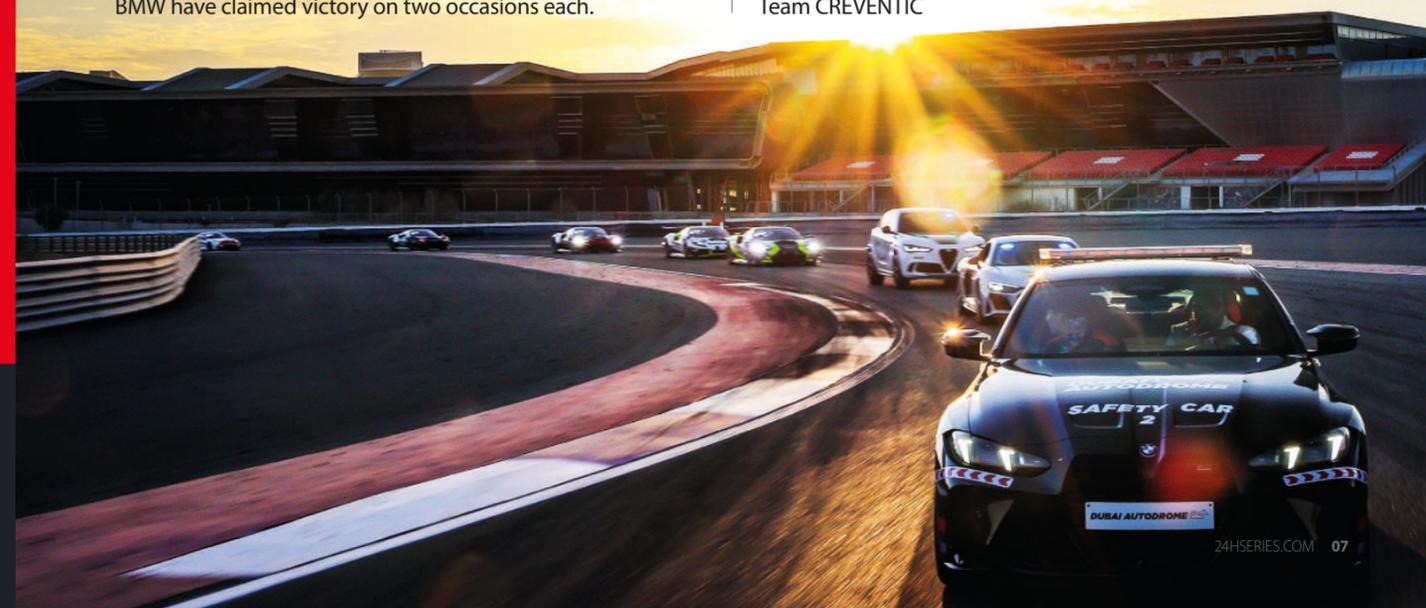
The turnaround is tight for the teams to get the cars and equipment packed down and transferred from Abu Dhabi to Dubai, with circuit activity starting at the Autodrome on Wednesday with two Creventic Track Day sessions. This precedes the famous 24H DUBAI Parade of race cars from the track to the nearby First Avenue Mall – one of the event's true off-track highlights.

Following more Track Day sessions on Thursday, the serious action begins on Friday with a series of qualifying sessions – the GT3 cars and 992 class Porsches have exclusive sessions, while the GTX, GT4 and TCE-TCX classes run on track at the same time. Following that, the fastest 10 cars from the GT3 class will progress to an exciting new Top 10 Shoot-Out to determine the first five rows of the grid.

After all of the build-up on Saturday, the Michelin 24H DUBAI will begin at 13.00 local time and will run uninterrupted to 13.00 on Sunday when the chequered flag falls. All of the action can be followed live online at Creventic Motorsports TV on YouTube or via the link at www.24hseries.com.

Let's go racing Dubai!

Team CREVENTIC



TIME SCHEDULE

WEDNESDAY, 14 JANUARY 2026

08:00 - 12:00	CR Track Days	Track Day Session 1 - Morning
13:00 - 17:00	CR Track Days	Track Day Session 1 - Afternoon
17:30	Michelin 24H SERIES	Parade 24H DUBAI

THURSDAY, 15 JANUARY 2026

08:00 - 12:00	CR Track Days	Track Day Session 2 - Morning
13:00 - 17:00	CR Track Days	Track Day Session 2 - Afternoon
19:00	Michelin 24H SERIES	Mandatory Drivers Briefing

FRIDAY, 16 JANUARY 2026

10:30 - 12:30	Michelin 24H SERIES	Free Practice
13:45 - 14:00	Michelin 24H SERIES	Qualifying Session 1 - Class GT3
14:05 - 14:20	Michelin 24H SERIES	Qualifying Session 2 - Class GT3
14:25 - 14:40	Michelin 24H SERIES	Qualifying Session 3 - Class GT3
14:50 - 15:05	Michelin 24H SERIES	Qualifying Session 1 - Class 992
15:10 - 15:25	Michelin 24H SERIES	Qualifying Session 2 - Class 992
15:30 - 15:45	Michelin 24H SERIES	Qualifying Session 3 - Class 992
15:55 - 16:10	Michelin 24H SERIES	Qualifying Session 1 - Classes TCE, GT4 and GTX
16:15 - 16:30	Michelin 24H SERIES	Qualifying Session 2 - Classes TCE, GT4 and GTX
16:35 - 16:50	Michelin 24H SERIES	Qualifying Session 3 - Classes TCE, GT4 and GTX
07:20 - 17:45	Michelin 24H SERIES	Top 10 Shoot-out
19:00 - 20:30	Michelin 24H SERIES	Night Practice

SATURDAY, 17 JANUARY 2026

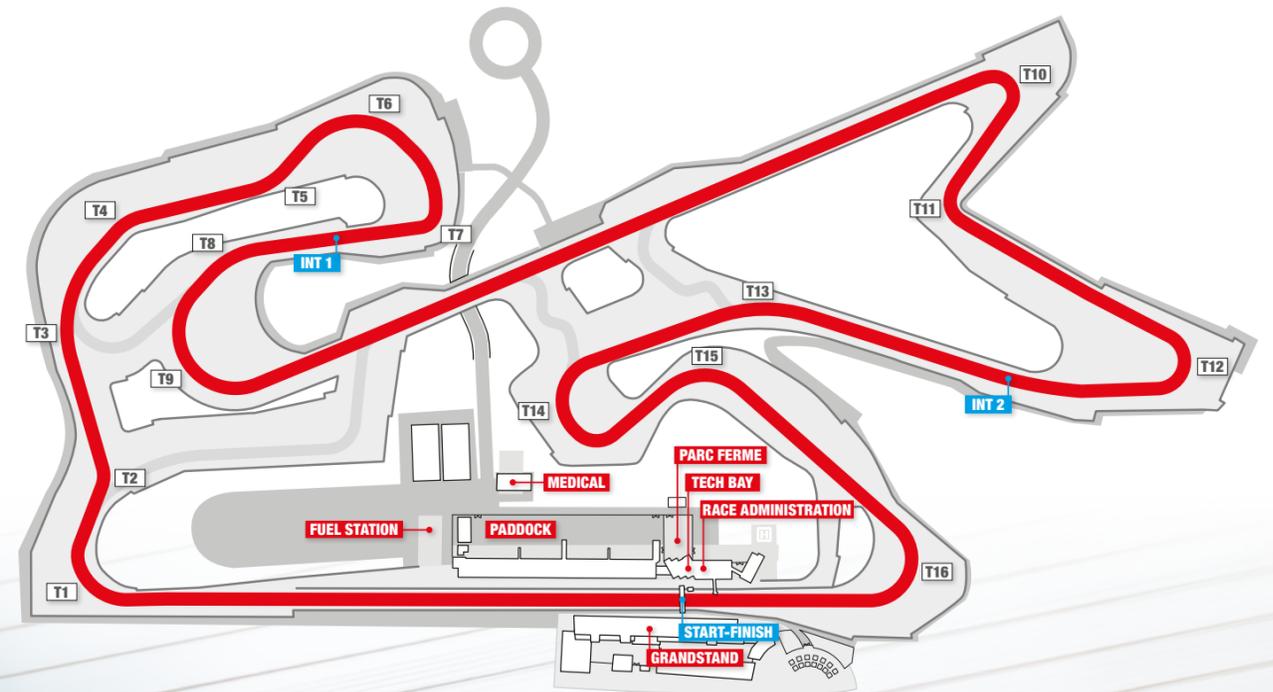
10:00 - 10:30	Michelin 24H SERIES	Warming-up
11:25 - 11:45	Michelin 24H SERIES	Team photo moment in the pit lane
12:00 - 13:00	Michelin 24H SERIES	Start grid
13:00	Michelin 24H SERIES	Start Michelin 24H DUBAI 2026

SUNDAY, 18 JANUARY 2026

13:00	Michelin 24H SERIES	Finish Michelin 24H DUBAI 2026
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THE TRACK

DUBAI AUTODROME 



GRAND PRIX CIRCUIT

5.390km 16 Turns

START-FINISH to INT1: 1910m INT1 to INT2: 2048m INT2 to START-FINISH: 1258m



2

Only two cars failed to take the start at Dubai Autodrome last season

3

Three cars entered in the TCE-TCX class, for special touring cars and silhouettes – asBest Racing fielded a SETA Leon Cup Racer and Cupra TCR DSG, while SRS Team Sorg Rennsport entered a Porsche 718 Cayman GT4 CS (Type 982)

4

Victory last year in the Michelin 24H DUBAI marked the fourth success at the event for renowned endurance racing squad Team WRT

5

In the GTX class, five cars competed including Leipert Motorsport's Lamborghini Huracan Super Trofeo EVO2, the IRC GT of 111 Racing, a Vortex 2.0 from Vortex V8, Team CMR's Ginetta G56 GTX and the Rossa LM GT of Graff Racing

6

The number of 2025 entries in GT4 – two BMW M4 GT4 (G82) cars, entered by AGMC Racing by Simpson Motorsport and WS Racing, a Team CMW Ginetta G56 GT4 EVO, a Toyota GR Supra GT4 from Continental TTR Racing and two Porsche 718 Cayman GT4 RS cars from SRS Team Sorg Rennsport and Razoon – More Than Racing

8

Eight entries were present in the headline GT3 category, with eight more in the 992 class for Porsche 911 GT3 Cup (992) cars

10

In the AM class of the headline GT3 division, 10 cars were fielded

11

Numbers of the Porsche 911 GT3 Cup (992) in the 992 sub-division, 992 AM, totaled 11 cars

13

The number of cars in the PRO-AM division of GT3, the biggest sub-class of the race

16

As ever, a wide range of marques were represented – Aston Martin, Audi, Bentley, BMW, Cupra, Ferrari, Ginetta, IRC, Lamborghini, McLaren, Mercedes-AMG, Porsche, Rossa, SEAT, Toyota and Vortex

20

Underlining the international reach of the Michelin 24H DUBAI, in 2025 the teams represented 20 different nationalities

21

The previous edition of the Michelin 24H DUBAI featured a total of 21 CODE 60 periods

48

How many times the overall lead of the race changed hands

56

The total number of cars classified at the end of 24 hours of grueling endurance action, of those 47 actually took the chequered flag

62

An incredible number of countries were represented by the individual drivers, with racers from, quite literally, all four corners of the globe

64

The total number of entries in last year's race, across all classes

281

With most teams fielding either four or five drivers, the combined number of drivers participating in the race was a remarkable 281

529

The lap on which the fastest lap of the race was set, a time of 1m57.136 seconds by Thomas Preining in the number 92 Pure Rxcing Porsche 911 GT3 R (992)

1477

Across a twice-round-the-clock race plenty of pit-stops are required for tyres, fuel, driver changes and repairs, last year the number of recorded pit visits totaled 1,477

3175

The distance, in kilometres, covered by the race winning car, the AlManar Racing by Team WRT BMW M4, at an average speed of 132.2 km/h

30015

The total laps covered throughout the entire 24 hours

45000

That's a big number! Around 45,000 spectators attended the race trackside in 2025

Last year's annual visit to Dubai Autodrome marked a very special occasion, the landmark 20th anniversary of the UAE venue, so a race of high excitement and full throttle drama was required for such an auspicious event. Unsurprisingly, the drivers and teams of the Michelin 24H DUBAI more than delivered!

As the hours counted down to the chequered flag it became a straight fight between the BMW M4 GT3 EVO of AlManar Racing by Team WRT and the pursuing Porsche 911 GT3 R (992) entries of Pure Rxcing and Dinamic GT. Taking victory in the end by a full lap, AlManar's win – with Max Hesse Al Faisal Al Zubair, Daniel Harper, Ben Tuck and Darren Leung – marked WRT's fourth Dubai success.

Dinamic GT topped the leaderboard at the halfway stage, when the Paradine Competition BMW M4 and Winward Racing Mercedes-AMG GT3 EVO were also still in the mix for victory. Ultimately, the AlManar car had the edge to take a fabulous win.

Pure Rxcing's Porsche of Thomas Preining, Harry King, Alexey Nesov and Alex Malykhin took the flag just 15 seconds ahead of the similar Dinamic Porsche of Loek Hartog, Klaus Bachler, Anders Fjordbach, Thomas Kiefer and Stanislav Minsky.

In GT3 AM, Paradine earned class success with the BMW M4 of Ahmad Al Harthy, Toby Sowery, Simon Traves and Leung. For the latter, who had doubled-up his driving duties, it was a dream weekend with outright and GT3 AM victory. Herberth Motorsport won GT3 PRO-AM with its Porsche 911 featuring Ralf Bohn, Jake Pedersen, Kay van Berlo and Alfred and Robert Renauer.

Porsche 911 GT3 Cup (992) action in the 992 class was as intense as ever, Red Camel-Jordans.nl won with Fabian Danz, brothers Luc and Rik Breukers and their father Ivo. In 992-AM, QMMF by HRT was victorious with Abdulla Ali Al Khelaifi, Ghanim Al Ali, Ibrahim Al Abdulghani and Julian Hanses.

GTX was dominated by Leipert Motorsport's Lamborghini Huracan Super Trofeo EVO, the team of Brendon Leitch, Don Yount, JJ Song, Takis and Gerhard Watzinger. Victory in GT4 went to the AGMC Racing by Simpson Motorsport BMW M4 GT4 (G82), shared by Ramez Azzam, William Tewiah, Timothy Docker, Tudor Tudurachi and Tiger Tari. In TCE-TCX, the winners were Pia Ohlsson, Christian Ladurner, Thomas Alpiger, Mohammed Al Owais and Nadir Zuhour in the asBest Racing SEAT Leon. ■



IN NUMBERS...

2025 MICHELIN 24H DUBAI

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MADE TO PERFORM**



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Information correct at date of publication - 12/2024
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Nouveau Monde 387 471 485 R.C.S. Lyon - SEPPA 982 429 425 R.C.S. Bordeaux - Photo credit: © Michelin



KEEPING ENDURANCE RACING ON THE RIGHT TRACK

Global tyre giant Michelin clearly requires no introduction at all, an absolute behemoth within the industry and, as of late 2024, the official tyre partner and supplier for Creventic's immensely popular and successful endurance racing championships.

Providing tyres for both the Michelin 24H SERIES Middle East Trophy and the Michelin 24H SERIES European Series, Michelin is also the official tyre supplier for the Creventic-organised Michelin 992 Endurance Cup powered by Porsche Motorsport which takes place each September.

Michelin was founded in 1889 by brothers Édouard and André Michelin, the French company having since become a byword for quality and performance within tyre production. Indeed, since 2021 Michelin has been the world's largest tyre manufacturer by annual revenue.

The partnership with Creventic, which is going into its second full year, has proven incredibly popular with drivers and teams, key benefits being the first class service on event and the consistently high standard of the product delivered.

"We are very happy to be the tyre partner of the 24H SERIES, a series where tyres are being put to the test on many highly demanding tracks, in different types of climates – from cold to hot, to very hot!", said Michelin's Charles Mommaerts, "It's also a series with a wide array of drivers, from PRO drivers to AM class gentleman drivers.

"It's an excellent laboratory to witness the versatility of our tyres, providing the performance a PRO driver expects

from a tyre, without compromising on the usability of the tyre for a gentleman to enjoy his stint as well. We hope the versatility and performance of our tyres will continue to attract people from all over the world, and from all levels, to compete in this amazing championship."

From the design phase of a tyre, which is considered the most challenging aspect of its production, Michelin strives to find the optimum balance. This is in order to deliver a compound tough enough to resist the varying demands of the conditions within endurance racing, while still delivering the grip – and speed – required to enable a high level of performance throughout a stint.

Charles Mommaerts adds: "Our team of experienced technicians focus on many aspects of tyre use, but our main focus lies on making sure the teams are running the cars within the safe window for our tyres. We check tyre pressures, camber set-ups and other parameters so we are certain people will experience a high and steady level of performance over the full use of each set of tyres.

"We also provide a digital leaflet with key elements of the track, and attention points specific to the track – such as kerbs, long straights, high speed corners. Our number one support [for teams] is our people in the pitlane. They know our tyres inside out and will be able to give all the necessary information to use our tyres properly and extract all of the potential of the tyre."

In the present day, of course, sustainability is a key consideration within any sector but certainly in the world of motorsport, and Michelin has made major strides to that end within

the production process of its tyres, chiefly around the use of recycled materials.

Innovation is key to continued success and to keep pushing the envelope of performance, with Michelin having achieved big gains with tyre longevity and consistency of performance at both high speeds and under significant load – key demands in long-distance racing at this level.

"For a motorsport tyre to have a significant sustainable impact, the main areas you need to work on are production and materials", says Charles Mommaerts, "Our new Hypercar tyre range will contain 50% renewable or recycled raw materials this year. At a corporate racing level, we are introducing renewable and recycled raw materials to reduce the impact of our tyre production on the environment – all without any compromise on performance.

"More than ever, our capacity for innovation is geared towards a vital issue – durability. Michelin can draw on a century of know-how, advanced simulation systems and in-depth work on materials and manufacturing processes to achieve this goal. The performance and technology of the cars keep on improving, so we need to make sure our tyres can cope with highly demanding vehicles."

Over the past 12 months, the presence of Michelin within the 24H SERIES has assisted even greater performance from the drivers, teams and cars and an outstanding future lays ahead for this mutually beneficial partnership – with Creventic's global stature growing ever brighter race by race. ■



24H DUBAI

WALL OF FAME

2023



- 1. Team WRT**
 - 🇧🇪 BMW M4 GT3
 - 🇸🇦 Mohammed Saud Fahad Al Saud
 - 🇨🇱 Diego Menchaca
 - 🇫🇷 Jean-Baptiste Simmenauer
 - 🇩🇪 Jens Klingmann
 - 🇧🇪 Dries Vanthoor
- 2. Herberth Motorsport**
 - 🇩🇪 Porsche 911 GT3 R
 - 🇩🇪 Ralf Bohn
 - 🇨🇭 Daniel Allemann
 - 🇩🇪 Robert Renauer
 - 🇩🇪 Alfred Renauer
- 3. Team WRT**
 - 🇧🇪 BMW M4 GT3
 - 🇬🇧 Tim Whale
 - 🇮🇹 Valentino Rossi
 - 🇪🇸 Sean Gelael
 - 🇩🇪 Max Hesse
 - 🇧🇪 Maxime Martin

2022



- 1. MS7 by WRT**
 - 🇩🇪 Audi R8 LMS GT3
 - 🇸🇦 Mohammed Saud Fahad Al Saud
 - 🇨🇱 Axcil Jefferies
 - 🇧🇪 Dries Vanthoor
 - 🇩🇪 Christopher Mies
 - 🇫🇷 Thomas Neubauer
- 2. WRT**
 - 🇩🇪 Audi R8 LMS GT3
 - 🇩🇪 Benjamin Goethe
 - 🇫🇷 Arnold Robin
 - 🇩🇪 Maxime Robin
 - 🇫🇷 Jean-Baptiste Simmenauer
 - 🇧🇪 Frédéric Vervisch
- 3. SunEnergy1 by SPS automotive performance**
 - 🇩🇪 Mercedes-AMG GT3
 - 🇬🇧 Kenny Habul
 - 🇹🇷 Mikael Grenier
 - 🇩🇪 Maro Engel
 - 🇫🇷 Jules Gounon

2021



- 1. GPX Racing**
 - 🇩🇪 Porsche 911 GT3 R (991 II)
 - 🇨🇱 Axcil Jefferies
 - 🇮🇹 Frederic Fatien
 - 🇫🇷 Mathieu Jaminet
 - 🇫🇷 Julien Andlauer
 - 🇫🇷 Alain Ferté
- 2. WRT**
 - 🇩🇪 Audi R8 LMS GT3 Evo 2019
 - 🇧🇪 Dries Vanthoor
 - 🇳🇱 Kelvin van der Linde
 - 🇧🇪 Louis Machiels
 - 🇩🇪 Benjamin Goethe
 - 🇬🇧 Frank Bird
- 3. HRT Bilstein**
 - 🇩🇪 Mercedes-AMG GT3 Evo 2020
 - 🇩🇪 Hubert Haupt
 - 🇩🇪 Maro Engel, GER
 - 🇩🇪 Patrick Assenheimer, GER
 - 🇬🇧 Ryan Ratcliffe, ENG
 - 🇮🇷 Khaled Al Qubaisi

2020



- 1. Black Falcon**
 - 🇩🇪 MERCEDES-AMG GT3
 - 🇮🇷 Khaled Al Qubaisi
 - 🇩🇪 Hubert Haupt
 - 🇬🇧 Ben Barker
 - 🇩🇪 Manuel Metzger
 - 🇳🇱 Jeroen Bleekemolen
- 2. Car Collection Motorsport**
 - 🇩🇪 Audi R8 LMS GT3 EVO 2019
 - 🇳🇱 Rik Breukers
 - 🇩🇪 Christopher Haase
 - 🇩🇪 Mike-David Ortmann
 - 🇩🇪 Dimitri Parhofer
 - 🇩🇪 Markus Winkelhock
- 3. MS7 by WRT**
 - 🇩🇪 Audi R8 LMS GT3 EVO 2019
 - 🇸🇦 Mohammed Saud Fahad Al Saud
 - 🇳🇱 Michael Vergers
 - 🇧🇪 Dries Vanthoor
 - 🇩🇪 Christopher Mies
 - 🇳🇱 Rik Breukers

2019



- 1. Car Collection motorsport**
 - 🇩🇪 Audi R8 LMS Evo 2019
 - 🇩🇪 Dimitri Parhofer
 - 🇩🇪 Christopher Haase
 - 🇧🇪 Frédéric Vervisch
 - 🇳🇱 Rik Breukers
- 2. MS7 by WRT**
 - 🇩🇪 Audi R8 LMS Evo 2019
 - 🇸🇦 Mohammed Saud Fahad Al Saud
 - 🇳🇱 Michael Vergers
 - 🇩🇪 Chrispother Mies
 - 🇧🇪 Dries Vanthoor
- 3. Bohemia Energy racing with Scuderia Praha**
 - 🇮🇹 Ferrari 488 GT3
 - 🇨🇪 Jiří Písařík
 - 🇨🇪 Josef Král
 - 🇮🇹 Matteo Malucelli

2018



- 1. Black Falcon**
 - 🇩🇪 Mercedes-AMG GT3
 - 🇸🇦 Abdulaziz Al Faisal
 - 🇩🇪 Hubert Haupt
 - 🇩🇪 Yelmer Buurman
 - 🇮🇹 Gabriele Piana
- 2. Manthey Racing**
 - 🇩🇪 Porsche 991 GT3 R
 - 🇩🇪 Lars Kern
 - 🇩🇪 Sven Müller
 - 🇫🇷 Mathieu Jaminet
 - 🇩🇪 Otto Klohs
- 3. GRT Grasser Racing Team**
 - 🇮🇹 Lamborghini Huracán GT3
 - 🇨🇭 Mark Ineichen
 - 🇨🇭 Rolf Ineichen
 - 🇩🇪 Christian Engelhart
 - 🇮🇹 Mirko Bortolotti

2025



- 1. AlManar Racing by Team WRT**
 - 🇧🇪 BMW M4 GT3 EVO
 - 🇬🇧 Darren Leung
 - 🇸🇦 Al Faisal Al Zubair
 - 🇬🇧 Ben Tuck
 - 🇩🇪 Max Hesse
 - 🇬🇧 Daniel Harper
- 2. PURE RXCING**
 - 🇩🇪 Porsche 911 GT3 R
 - 🇬🇧 Aliaksandr Malykhin
 - 🇮🇹 Alexey Nesov
 - 🇫🇷 Thomas Preining
 - 🇬🇧 Harry King
- 3. DINAMIC GT**
 - 🇮🇹 Porsche 911 GT3 R
 - 🇮🇹 Stanislav Minsky
 - 🇩🇪 Klaus Bachler
 - 🇳🇱 Loek Hartog
 - 🇩🇪 Anders Fjordbach
 - 🇩🇪 Thomas Kiefer

2024



- 1. Eastalent Racing Team**
 - 🇩🇪 Audi R8 LMS GT3 EVO II
 - 🇩🇪 Christopher Haase
 - 🇩🇪 Simon Reicher
 - 🇩🇪 Markus Winkelhock
 - 🇩🇪 Mike Zhou
 - 🇧🇪 Gilles Magnus
- 2. Proton Huber Competition**
 - 🇩🇪 Porsche 911 GT3 R (992)
 - 🇮🇹 Rinat Salikhov
 - 🇮🇹 Sergei Borisov
 - 🇮🇹 Victor Shaytar
 - 🇩🇪 Sven Müller
- 3. Century Motorsport**
 - 🇩🇪 BMW M4 GT3
 - 🇬🇧 Carl Cavers
 - 🇬🇧 Lewis Plato
 - 🇬🇧 Jack Barlow
 - 🇬🇧 Jacob Rattenbury

2017



- 1. Herberth Motorsport**
 🇩🇪 Porsche 991 GT3 R
 🇨🇭 Daniel Allemann
 🇩🇪 Ralf Bohn
 🇩🇪 Robert Renauer
 🇩🇪 Alfred Renauer
 🇩🇪 Brendon Hartley

- 2. Manthey Racing**
 🇩🇪 Porsche 991 GT3 R
 🇩🇪 Otto Klohs
 🇩🇪 Sven Müller
 🇩🇪 Matteo Cairoli
 🇩🇪 Jochen Krumbach

- 3. Black Falcon**
 🇩🇪 Mercedes-AMG GT3
 🇸🇦 Abdulaziz Al Faisal
 🇩🇪 Hubert Haupt
 🇩🇪 Yelmer Buurman
 🇵🇱 Michal Broniszewski
 🇩🇪 Maro Engel

2016



- 1. Belgian Audi Club Team WRT**
 🇧🇪 Audi R8 LMS
 🇫🇷 Alain Ferté
 🇬🇧 Michael Meadows
 🇬🇧 Stuart Leonard
 🇧🇪 Laurens Vanthoor

- 2. Black Falcon**
 🇩🇪 Mercedes SLS AMG GT3
 🇸🇦 Abdulaziz al Faisal
 🇩🇪 Oliver Webb
 🇬🇧 Adam Christodoulou
 🇩🇪 Oliver Morley
 🇺🇸 Frank Montecalvo

- 3. C.ABT Racing**
 🇩🇪 Audi R8 LMS
 🇩🇪 Christer Jöns
 🇩🇪 Andreas Weishaupt
 🇪🇸 Isaac Tutumlu Lopez
 🇫🇮 Matias Henkola
 🇩🇪 Daniel Abt

2015



- 1. Black Falcon 2**
 🇩🇪 Mercedes SLS AMG GT3
 🇸🇦 Abdulaziz Al Faisal
 🇩🇪 Hubert Haupt
 🇩🇪 Yelmer Buurman
 🇩🇪 Oliver Webb

- 2. Ram Racing**
 🇩🇪 Mercedes SLS AMG GT3
 🇮🇳 Cheerag Arya
 🇩🇪 Thomas Jaeger
 🇬🇧 Tom Onslow-Cole
 🇬🇧 Adam Christodoulou

- 3. Dragon Racing 1**
 🇮🇹 Ferrari 458 Italia GT3
 🇸🇦 Mohammed Jawa
 🇮🇵 Jordan Grogor
 🇮🇪 Matt Griffin
 🇩🇪 Rob Barff

2014



- 1. Stadler Motorsport**
 🇨🇭 Porsche GT3 R
 🇨🇭 Mark Ineichen
 🇨🇭 Rolf Ineichen
 🇨🇭 Marcel Matter
 🇨🇭 Adrian Amstutz
 🇩🇪 Christian Engelhart

- 2. ALL-INKL.COM Münnich Motorsport**
 🇩🇪 Mercedes SLS AMG GT3
 🇩🇪 Rene Münnich
 🇩🇪 Marc Basseng
 🇩🇪 Rob Huff

- 3. Black Falcon 2**
 🇩🇪 Mercedes SLS AMG GT3
 🇸🇦 Khaled Al Qubaisi
 🇩🇪 Jeroen Bleekemolen
 🇸🇦 Abdulaziz Bin Turki Al Faisal
 🇩🇪 Hupert Haupt
 🇬🇧 Adam Christodoulou

2013



- 1. Team Abu Dhabi by Black Falcon 1**
 🇩🇪 Mercedes SLS AMG GT3
 🇸🇦 Khaled Al Qubaisi
 🇬🇧 Sean Edwards
 🇩🇪 Jeroen Bleekemolen
 🇩🇪 Bernd Schneider

- 2. AF Corse SRL 2**
 🇮🇹 Ferrari 458 Italia GT3
 🇧🇷 Lorenzo Carvalho
 🇮🇹 Lorenzo Case
 🇮🇹 Marco Cioci
 🇫🇮 Mika Salo

- 3. Craft Racing AMR**
 🇨🇦 Aston Martin Vantage GT3
 🇨🇦 Frank Yu
 🇯🇵 Tomonobu Fujii
 🇬🇧 Darren Turner
 🇨🇦 Darryl O'Young
 🇩🇪 Stefan Mücke

2012



- 1. Team Abu Dhabi by Black Falcon**
 🇩🇪 Mercedes SLS AMG GT3
 🇸🇦 Khaled Al Qubaisi
 🇬🇧 Sean Edwards
 🇩🇪 Jeroen Bleekemolen
 🇩🇪 Thomas Jäger

- 2. Heico Motorsport GmbH 1**
 🇩🇪 Mercedes SLS AMG GT3
 🇩🇪 Bernd Schneider
 🇩🇪 Maximilian Buhk
 🇩🇪 Christiaan Frankenhout
 🇸🇪 Max Nilsson
 🇩🇪 Andreas Zuber

- 3. Heico Motorsport GmbH 2**
 🇩🇪 Mercedes SLS AMG GT3
 🇩🇪 Bernd Schneider
 🇩🇪 Kenneth Heyer
 🇸🇪 Andreas Simonsen
 🇨🇺 Rodolfo Gonzalez

2011



- 1. Need for Speed Schubert 1**
 🇩🇪 BMW Z4 GT3
 🇧🇷 Augusto Farfus
 🇸🇪 Edward Sandström
 🇺🇸 Tommy Milner
 🇩🇪 Claudia Hürtgen

- 2. AF Corse SRL 1**
 🇮🇹 Ferrari F430 GT2
 🇮🇹 Eppe Perazzini
 🇨🇭 Michal Broniszewski
 🇮🇹 Lorenzo Case
 🇮🇹 Marco Cioci

- 3. Black Falcon #7**
 🇩🇪 Mercedes Benz SLS AMG GT3
 🇩🇪 Thomas Jäger
 🇩🇪 Kenneth Heyer
 🇩🇪 Jan Seyffarth
 🇩🇪 Sean Paul Breslin

2010



- 1. IMSA Performance MATMUT 1**
 🇫🇷 Porsche 997 GT3 RSR
 🇫🇷 Raymond Narac
 🇫🇷 Patrick Pilet
 🇫🇷 Marco Holzer

- 2. Petronas Syntium Team 1**
 🇯🇵 BMW Z4M Coupé
 🇯🇵 Nobuteru Taniguchi
 🇯🇵 Masataka Yanagida
 🇺🇸 Fariqe Hairuman
 🇩🇪 Johannes Stuck
 🇯🇵 Hiroki Yoshida

- 3. Al Faisal Racing 1**
 🇸🇦 BMW Z4 M Coupé
 🇸🇦 Abdulaziz Al Faisal
 🇩🇪 Claudia Hürtgen
 🇩🇪 Marko Hartung
 🇸🇦 Khaled Al Faisal

2009



- 1. Land Motorsport 2**
 🇩🇪 Porsche 997 GT3 Cup
 🇩🇪 Carsten Tilke
 🇫🇷 Gabriël Abergel
 🇩🇪 Niclas Kentenich
 🇵🇱 Andzej Dzikevic

- 2. Al Faisal Racing 1**
 🇸🇦 BMW Z4 M Coupé
 🇸🇦 Abdulaziz Al Faisal
 🇩🇪 Paul Spooner
 🇩🇪 Claudia Hürtgen
 🇩🇪 Stian Sorlie

- 3. Besaplast Racing Team**
 🇩🇪 Porsche 997 GT3 Cup
 🇩🇪 Martin Tschornia
 🇩🇪 Franjo Kovac
 🇩🇪 Roland Asch
 🇩🇪 Sebastian Asch
 🇩🇪 Kurt Thiim

2008



- 1. VIP Pet foods 1**
 🇺🇸 Porsche RSR
 🇺🇸 Tony Quinn
 🇺🇸 Klark Quinn
 🇺🇸 Craig Baird
 🇺🇸 Jonathan Webb

- 2. Bleekemolen 1 Race Planet**
 🇩🇪 Porsche 997 GT3 Cup
 🇩🇪 Michael Bleekemolen
 🇩🇪 Sebastiaan Bleekemolen
 🇩🇪 Jeroen Bleekemolen
 🇩🇪 Jan Lammers

- 3. Delahaye Renault** United for Belgium 2
 🇧🇪 Renault Megane Trophy
 🇧🇪 Bas Leinders
 🇧🇪 Stéphane Lémeret
 🇧🇪 Grégory Franchi
 🇧🇪 Vincent Vosse
 🇧🇪 Frédéric Bouvy

2007



- 1. Duller Motorsport**
 🇩🇪 BMW Z4 Coupé
 🇩🇪 Dieter Quester
 🇩🇪 Dirk Werner
 🇬🇧 Jamie Campbell-Walter
 🇩🇪 Philipp Peter

- 2. Konrad Lechner Motorsport**
 🇩🇪 Porsche GT3 RSR
 🇩🇪 Franz Konrad
 🇩🇪 Wolfgang Kaufmann
 🇮🇹 Luciano Da Silva
 🇩🇪 Stephan Rosina
 🇩🇪 Michael Schrey

- 3. Pro Speed Competition 1**
 🇩🇪 Porsche GT3-RS
 🇩🇪 Rudi Penders
 🇩🇪 Franz Lamot
 🇩🇪 Alexandra v/d Velde
 🇩🇪 Stephan Schrauwen

2006



- 1. Duller Motorsport 1**
 🇩🇪 BMW M3 E46 GTR
 🇩🇪 Dieter Quester
 🇩🇪 Hans Joachim Stuck
 🇩🇪 Philipp Peter
 🇩🇪 Toto Wolff

- 2. Hubert Bergh Motorsport**
 🇸🇪 Porsche 996 GT3
 🇸🇪 Hubert Bergh
 🇸🇪 Sven Isakson
 🇸🇪 Manfred Gottschich
 🇸🇪 Kenneth Hedberg
 🇸🇪 Djon Clausen

- 3. AC Bratislava**
 🇸🇰 Porsche GT3
 🇸🇰 Miro Konopka
 🇺🇸 Gene Sigal
 🇺🇸 Matthew Alhadeff
 🇮🇹 Mauro Casadei

Modena Motorsports: Two Sides, One Team



Distinctive livery,
meaningful start number,
and a family spirit define the team
at the Michelin 24H DUBAI 2026.

Modena Motorsports returns to the Michelin 24H DUBAI 2026 with a story built over two decades of racing across Asia, Europe, and the Middle East. Founded in 2005 by Wayne Shen, John Shen and Francis Tjia, the team started with Ferrari Challenge cars and gradually expanded into Formula cars, Touring cars and GT

machinery. Today, under team manager Pierre Rigaudin, Modena combines technical expertise with a strong family ethos that defines the team.

One of the most recognisable features of the Modena Motorsports car is its striking livery, a design that tells the story of the team's founders. To reflect the personalities of Francis and John, the car is split between their individual styles, so that each side has its own distinct look. From one angle it appears as one design, yet from the other side it feels completely different. This bold approach

not only draws attention on track but also embodies the collaborative spirit at the heart of the team.

The car's start number, 216, carries equally personal significance. It combines Francis's favourite number, 21, with 16, a number originally belonging to Wayne Shen and later taken on by John in his honour. Together, these numbers symbolise their long-standing partnership and the unity that drives the team forward. The dual design and meaningful number make the car instantly recognisable and visually tell the story of the people behind it, highlighting the passion, creativity, and close-knit ethos that define

Modena Motorsports. At its core, Modena Motorsports is a family. Drivers, engineers and management have worked together for years, building a team where everyone knows and supports each other. Pierre Rigaudin emphasises that this approach is one of the reasons the team thrives both on and off the track.

The Michelin 24H DUBAI 2026 marks another chapter in the team's journey. With experience, identity and teamwork at its heart, Modena Motorsports continues to build its legacy, showing what makes endurance racing so special. ■

24H
SERIES



A LOOK AT THE 2026 EUROPEAN ROUNDS

Following on from another fantastic season last year, the Michelin 24H SERIES European Series will be back as strong as ever in 2026 with each of the five events guaranteed to be absolute highlights of the global endurance racing calendar. The big news ahead of next season is the

arrival of Germany's Nurburgring Grand Prix track as the venue for the penultimate event of the campaign, the Michelin 12H NURBURGRING, on 3/4/5 July. The date will mark the first ever visit for the Creventic-run championship to the popular and famous former F1 venue. ►

CALENDAR

The 2026 European season will begin with the Michelin 12H MUGELLO, the 12th visit of the Michelin 24H SERIES to the Tuscan track, on 20/21/22 March before the season moves from Italy to Belgium for the annual visit to the one and only Spa-Francorchamps. Taking place on 17/18/19 April, the Michelin 12H SPA-FRANCORCHAMPS will undoubtedly attract a huge grid.

Round three will be the equally popular Michelin 12H PAUL RICARD, taking place at the unique French track on 5/6/7

June, with the Nurburgring then taking the fourth date of the 2026 season. Notably, all of the aforementioned races will be split contests which means a portion of the action will be on the Saturday, the remainder on the Sunday, rather than straight through 12 hour races.

Last, but certainly not least, will be the huge championship finale – the Michelin 24H BARCELONA. As usual, the traditional season conclusion will run uninterrupted between 19 and 20 September at the Circuit de Barcelona-Catalunya in Spain.



12H PAUL RICARD

5-6-7 JUNE

Returning to the Michelin 24H SERIES European Series calendar last year for the first time since 2021, Circuit Paul Ricard more than delivered with a huge grid and an exciting race which culminated with a very emotional victory for Proton Huber Competition.

After 12 hours of intense competition in searing heat, the winning margin for the Porsche 911 GT3 R team was a mere 3.4 seconds under the night skies of Le Castellet. Two

Code 60 periods in the final half hour set up a grandstand finish, Proton Huber just seeing off Red Ant Racing's Mercedes-AMG.

First forming part of the Creventic championship back in 2015, Paul Ricard has been a very happy hunting ground for Porsche. In addition to the 2025 victory, the German marque has also claimed victory on three occasions with the Herberth Motorsport team.



12H MUGELLO

20-21-22 MARCH

Firmly established as a major and long-standing destination for the Michelin 24H SERIES European Series, the Autodromo Internazionale del Mugello first appeared on the calendar in 2014. Next year's visit to the Italian circuit will be the 11th time the venue has hosted the season curtain-raiser.

AF Corse, V8 Racing, Samantha Tan Racing, Team GP-Elite and HAAS RT have all become first-time Creventic winners over the years at Mugello. Last season, homegrown squad

MANAMAURI ENERGY BY EBIMOTORS joined that list after a dramatic conclusion to the race – a late penalty for Ferrari squad CCC Kessel Racing enabling the Porsche 911 GT3 R (992) team to claim a dizzying success.

Nestled in the Tuscan Hills north of Florence, Mugello is adored by the Italian fans and provides one of the most picturesque backdrops in motorsport. Not only that, the circuit competitors find today is pretty much the same as it was 40 years ago, providing a true sense of racing history.



12H NÜRBURGRING

3-4-5 JULY

The 2026 season takes the Michelin 24H SERIES European Series to the Nurburgring for the first time in the category's history. Having last visited Germany in 2022, the Creventic championship will debut at the former Formula One venue in early July.

With a great mixture of high-speed sections and slower corners, Nurburgring GP track – which was constructed in 1984 and links onto the fearsome Nordschleife – is very much a true technical circuit which also features some major elevation changes.

The layout is demanding for the drivers and cars, and does also provide some key overtaking opportunities.

The best chances for passing are the downhill dip into Turn One, which comes at the end of the main pit-straight, and also the Veedol Chicane which comes at the top of the rise from Turn 13.

In order to maximise the possibilities at the latter, precision and commitment are required.



12H SPA-FRANCORCHAMPS

17-18-19 APRIL

World-famous Formula One venue Spa-Francorchamps has held its traditional April slot on the Michelin 24H SERIES European Series schedule since 2019. Next season's visit on 17/18/19 April will mark the eighth time the Ardennes track has hosted the Creventic category.

Always boasting one of the largest grids of the season, the Michelin 12H SPA-FRANCORCHAMPS never fails to deliver outstanding action throughout the numerous classes.

Moreover, the iconic track is always a clear favourite of the drivers and particularly corners such as Eau Rouge, Raidillon, Blanchimont and Pouhon.

Herberth Motorsport starred last year with twin Porsche entries. The squad's Ziggo Sport Tempesta Racing badged entry took a richly deserved win from Herberth's in-development Porsche 911 GT3 R (25), on the car's global race debut.



24H BARCELONA

18-19-20 SEPTEMBER

The big one! With its origins dating back to 1998, known then as the 24 Horas de Barcelona de Automovilismo, the Michelin 24H BARCELONA first ran as a Creventic event in 2011 and the race has since been an absolute staple in the Michelin 24H SERIES European Series.

Just as the Michelin 24H DUBAI is the crown jewel of the Middle East Trophy, the Michelin 24H BARCELONA is the blue riband race of the European calendar – carrying the additional importance as the title decider. The outright

winners' trophy, the Trofeo Fermi Velez, is so named in memory of Barcelona's own two-time Sebring 12 Hours race winner and Group C2 World Sportscar Champion.

Porsche squad Herberth Motorsport has won the twice-round-the-clock event four times, and last year's instalment in Spain brought a giant-killing outright victory for GT3-AM team HOFOR Racing with its Mercedes-AMG GT3 EVO – some 10 years since the squad's last overall success.

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Tech Talk

Michelin 24H SERIES Middle East Trophy organisers Creventic have introduced some key revisions to the regulations for the new season, all aimed at further enhancing the experience of drivers, teams and, by extension, the fans watching the unrivalled action provided by the championship.

Single 'hot lap' shoot-out added to **24H DUBAI** qualifying

For the first time in the history of the Michelin 24H SERIES, either the Middle East Trophy or European Series, a single lap Top 10 Shoot-Out will determine the first five rows of the GT3 class grid at the Michelin 24H DUBAI.

Having proven an incredibly successful addition to the Creventic-run Michelin 992 Endurance Cup powered by Porsche Motorsport last September, it has now been decided to introduce the format in the blue riband event of the Middle East Trophy.

Set to deliver even more excitement in qualifying for the headline GT3 class, following the three regular sessions the entries with the 10 best aggregate times will progress to the new Shoot-Out. In this session, the selected drivers from each squad will have one flying lap to deliver their best

effort and the result of this will set the top 10 positions on the Michelin 24H DUBAI grid.

Bringing even more importance to qualifying, the new format will almost certainly have significant implications for the front-running teams and not least with the accompanying change to the Balance of Performance system in GT3.

There is also another notable change which relates to qualification – starting grids. From the first race of the Middle East Trophy, grids for each encounter will now be arranged per complete class in the order GT3, GTX, 992, GT4 and TCE. Previously, of course, grids have been based on fastest times regardless of class, often meaning 992 and GTX cars would be mixed in with GT3 entries. ▶

Change to BOP system to ensure most level GT3 playing field

Brought in alongside the revision to GT3 qualifying for the Michelin 24H DUBAI, Creventic has sought to deliver the fairest possible chance for AM graded drivers – leading to a key revision to the Balance of Performance aspect of the regulations.

All GT3 cars will run at the same mechanical level of performance, whether PRO, PRO-AM or AM entries. To achieve this, PRO and PRO-AM class entered cars in the Middle East Trophy finale will no longer have less power than AM class cars. In order to ensure there is a difference between classes, though, fuel flow will be reduced for PRO and PRO-AM teams.

Added to this, the extra ballast which has been traditionally carried by full PRO cars – compared to the PRO-AM and AM entered cars – will no longer be required. Therefore, AM graded drivers who are part of PRO or PRO-AM line-ups will be able to measure their individual performance level against similarly graded racers in AM class entered cars.

This will likely have an impact on the new Top 10 Shoot-Out qualifying session at the Michelin 24H DUBAI, ensuring the fairest possible battle between the quickest drivers on the day – no matter their individual driver gradings.

Also in the realm of Balance of Performance, in the 992-AM class for Porsche 911 GT3 Cup (992) cars there is a new option for entries which feature multiple AM+ graded drivers.

Key amendments to driving times

As part of a move to make participation in multiple cars easier and more achievable for drivers, the limit on maximum driving time has been amended. Within any six hour period in a race, competitors will now be permitted to drive for four hours.

Previously, racers were only allowed to drive for two hours before then having to embark on a mandatory rest period. The revision to the regulations means drivers will now find management of rest and recovery much more straightforward.

From the start of the Middle East Trophy, the minimum combined driving time for AM-Spirit and AM graded drivers in a race, together in classes such as GT3-AM and 992-AM, has been increased to one sixth (1/6) of a race's duration.

In night practice sessions, only AM-Spirit, AM or AM+ graded drivers must complete at least two laps as this stipulation no longer applies to PRO or SEMI-PRO racers. Furthermore, at the outset of a race, any driver who has to start from the pitlane – whatever the reason – will see the clock on their stint time only begin when they have actually joined the track from pitlane.

For a driver to be eligible to score championship points, they must complete at least two racing laps in each event they contest if a driver is just short of the previous minimum driving time requirement. The reason for this revision is in order to prevent a line-up which runs the whole season together to occupy multiple positions in the driver standings.

Tyre warmer restrictions to bring cost savings

Creventic has chosen to help reduce the costs of its teams racing in the Michelin 24H SERIES by implementing changes to the usage of tyre warmers across qualifying and also on the starting grid prior to races.

Tyre warmers were permitted across all categories last season, the noble aim being to help 'gentleman' drivers focus more on their personal development on track rather than the intricacies of building sufficient heat into the rubber.

Now, after much consideration, tyre warmers cannot be used in between any of the qualifying sessions and they must not be utilised by any teams on the start grid. This rule change applies to squads across all categories – GT3, GTX, 992, GT4 and TCE-TCX. As well as helping limit costs, the move is also intended to ensure fairness as not all teams have access to tyre warmers.

In terms of tyre usage, the maximum stint time has been increased to 2 hours and 30 minutes, which means a full double stint will be possible on a single set of Michelin rubber. This is even the case including brief CODE 60 cautionary periods.

Conversely, tyres cannot be changed if the stint length has been less than 50 minutes and the car has entered pitlane under CODE 60 conditions – the only case in which this minimum tyre stint length is not applicable is if changing to or from wet-weather tyres.

If a driver change is executed during a CODE 60 period, then a minimum CODE 60 lap time may be added to the maximum stint and driving times, if otherwise these would be exceeded. Decisions on the additional time will be defined by Creventic organisers at each circuit.

All races of 12 hours duration now split across two days

For rounds contested across 12 hours, whether part of the Michelin 24H SERIES Middle East Trophy or European Series, all will be run as 'split races'. Creventic has successfully run races in two parts for some time, and this is now introduced for all bar the six-hour races and flagship 24-hour contests.

The first period of any given 12-hour race will run for perhaps six or seven hours, at which point the action will be paused with all cars kept under parc ferme conditions. Following the 'overnight intervention', part two of the race will resume the following morning for the concluding five or six hours.

While cars will be under strict parc ferme conditions, with teams encouraged to cover their vehicles overnight, routine maintenance will be permitted – such as cleaning windows, lights, radiator grilles and bumpers.

Additionally, teams are able to reduce or increase tyre pressures, but only with small hand tools, and also tighten wheel nuts with torque wrenches. Driver drink bottles can be replaced and memory cards and batteries, from onboard cameras, can be removed.

Two main changes to time penalties

For any small time penalties, those less than 10 seconds, these will no longer be required to be served during a race and can now be added to the race time of a team/car after the chequered flag has fallen. This is only if the sum of all penalties handed out to the team/car is less than a combined 10 seconds.

Should any given entry accrue a sum of penalties more than 30 seconds during a race, these must be served before the end of the encounter. If a team does not heed this new part of the regulations, the penalty will then be doubled and added to its overall race time. If the sum total is less than or equal to 30 seconds, this can be added to race time rather than being served during the race.

Minimal but important technical revisions for 2026

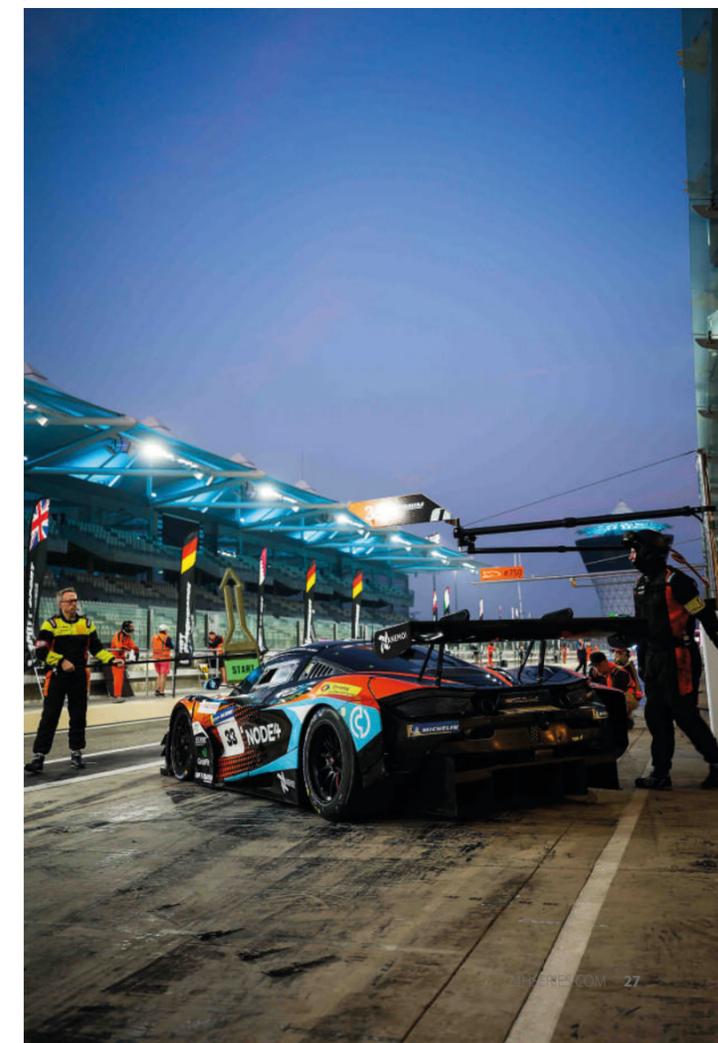
There are a handful of changes to the Technical Regulations, the headline amendment being that the Porsche 911 GT3 Cup

(992) cars of the 992 class will now be governed on the basis of the Porsche Mobil1 Supercup regulations.

Modified brake cooling is not permitted, as previously announced, and only the Manthey fuel filler neck for filler gun usage may be utilised. Wheels of the 992 cars must be according to those stated in the Porsche Mobil 1 Supercup regulations.

All cars and classes in the Michelin 24H SERIES must now only run with FIA Standard 8865-2005 fire extinguisher systems. Both the Evo 5 and Evo 6 versions of AIM dataloggers are permitted, and for cars which have a mandatory Pboost sensor these will now have a specific location outside the engine bay in order to prevent damage from heat and/or engine vibrations.

There are new determined locations of roof antennas, and for cars which were not designed to run with a window net – and which have head and/or armrest construction which performs a similar function – the net will no longer be required. This is at the discretion of the Chief Series Scrutineer.





4-5 SEPTEMBER 2026

SPA-FRANCORCHAMPS



992 Endurance Cup

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.

In terms of the racing, the 48 LOSCH MOTORSPORT by BLACK FALCON team is undefeated across the two first instalments of the Michelin 992 Endurance Cup. Winning the inaugural event by a lap in 2024, during last September's race the squad emerged as a contender roughly one third of the way through.

Not putting a wheel wrong for the remainder of the contest, the line-up of Gabriele Piana, Dylan Pereira,

Tobias Muller and Carlos Rivas saw off the challenge of Red Camel-Jordans.nl team-mates Fabian Danz and Luc, Rik and Ivo Breukers by almost two minutes, completing a record 280 laps.

Pole position for the race had been taken by MDM Motorsport's Paul Meijer in the brand new Top 10 'Shoot-Out', which proved a popular addition to the schedule and will now be replicated in the Michelin 24H DUBAI.

Meijer led the race early on and the team (also including Hans Weus, Jan Jaap Van Roon and Tom Coronel) remained strongly in contention, but at the halfway stage a stone entered the engine and forced the Porsche's retirement.

Team Parker Racing's Harry King had set the outright best time in the single-lap shoot-out, just a tenth quicker than Meijer, but the Briton's Porsche was hit with a one place grid penalty after officials deemed the car to have departed the pitlane for its lap outside the published time window.

Visit [992-endurance-cup.com](https://www.992-endurance-cup.com) or scan the QR code





“The drivers should be happy, that’s the biggest thing we like to have

friendship and family

THE FOUNDATION FOR CERNY MOTORSPORT SUCCESS

Life in the Michelin 24H SERIES couldn’t have begun much better for category debutants Cerny Motorsport, a strong and determined performance in last month’s Michelin 12H MALAYSIA bringing GT4 class victory in the opening round of the 2025/2026 Michelin 24H SERIES Middle East Trophy.

Placing huge focus on providing a family atmosphere within the team, which aligns perfectly with the ethos of category organiser Creventic, the BMW squad from Havelsee in Germany has arrived in the Michelin 24H SERIES after keeping a keen watch on the championship for some time.

“There was the wish from us as a team to go out in the world and do races at every continent we can do, and we had an eye on Creventic the whole time”, the team’s Florian Sternkopf explains, “We wanted to compete last year in the 24H Dubai but we had to cancel it very late because there were four drivers from Russia and, yeah, it wasn’t possible to get the money.

“We did visit the race last January and I said to my partner Henry [Cerny], you have to be there next year. This year it is possible for us, so we now have four good drivers and we’re doing the whole Middle East Trophy. It was a big wish from us to go around the world with the car – BMW M4 GT4 EVO (G82) – and now it is happening!”

Cerny brings many years of experience working with BMW machinery, starting out over two decades ago as a group of good friends getting together at the Cerny Automobilservice workshop just north of Brandenburg to share their passion for motorsport. Sternkopf and Henry Cerny, the eponymous owner of Cerny, then met in 2014 and the dream of fully-fledged competition was realised.

After modifying a BMW E36 328i they embarked on their first official races, with success quickly following inside 12 months in the ADAC Bördesprint Cup. The pairing, along with a trusty team of friends, subsequently became class champions in their domestic DMV BMW Challenge. ▶

Lighting the fire for much more, a massively motivated Cerny and Sternkopf – now joined by Heiko Gorges – founded the DMV BMW 318ti Cup for BMW E36 cars. Not only promoting the series, Cerny Motorsport runs cars in the championship which comprises as many as 50 BMWs from the former BMW Compact Cup.

As part of this work, the team has sought to create a ladder of opportunity to nurture drivers, some of whom are owner-competitors, to graduate from the 318ti Cup and into the world of endurance racing – and so the move into the Michelin 24H SERIES was the logical next step for Cerny.

“We’ve promoted [the BMW 318ti Cup] the whole time, I think 10 years, and because we have many young drivers we want to give our young talents in the Cup a chance to grow with us as a team”, said Sternkopf, “Three years ago we got a GT4 car, also from BMW, and that works very well for us.

“There’s a national endurance series in Germany for two-hour races. We won last year [in GT4] and we do the 24 hour races where we also won our class last year. So, we have much experience with this GT4 car and we hope to have good chances. Malaysia was good preparation for Abu Dhabi and Dubai, it was our first time on the Malaysian track and it will be the same for Dubai and Abu Dhabi.”

Through the squad’s outings in Germany, the team has sought to advertise its growth into endurance racing by running some extremely well known, and very capable,

racers in events such as the Nürburgring-Nordschleife 24 hours – think multiple 24H DUBAI winner and 24H COTA winner Jeroen Bleekemolen, ex-Formula One driver Timo Glock and double DTM Champion Timo Scheider.

All the while, this was with the team seeking to one day race with Creventic. This, of course, happened in December and Cerny’s Michelin 24H SERIES Middle East Trophy debut in Malaysia underlined not just the focus and determination of the team, but its competitive instinct, professionalism and, that word again, friendship.

Following an all-nighter on the Friday at PETRONAS Sepang International Circuit, after an unfortunate excursion for the BMW M4 GT4 in night practice when the peddle box moved, the car was ready to roll on raceday.

After running well from the start of the 12-hour contest, front-left wheel bearing failure at one-third distance also knocked out the wheel speed sensor and led to a trip to the pit garage. Double-quick repairs got the car back into the race in a timely manner, where Bryce Fullwood, Spencer Propper, Alec Udell and Damien John Hamilton performed impressively en-route to the GT4 class win.

“Most of the guys in the team are good old friends”, says Sternkopf, “We came with 12 guys to Malaysia, yeah there’s one freelancer as an engineer, but he has done races with us in the past so we are actually friends as well. The other guys are all a big part of the family of Cerny Motorsport.



“Racing internationally is a little bit different, but I think it’s nothing too different from what we do in Germany. The most different part is the shipping of the car and the preparation before, building a container. In Germany, you pack your truck and go on the streets. Now, you have a one month wait for the container to arrive back. We check the point of the ship every day!”

There has been another point of difference for Cerny – the tyres. Michelin, which is going into its second calendar year partnering with Creventic, needs no introduction in global motorsport. For Cerny, the recent Michelin 12H MALAYSIA marked the team’s first ever competitive run on Michelin rubber, and the squad did adapt impressively.

Cerny had tested with the tyre compound at both Spa in Belgium and Germany’s Nürburgring prior to shipping its BMW M4 GT4 EVO (G82) out to the Far East, but free practice and then the race itself was the first chance to gauge its understanding of the tyres in full competitive endurance conditions.

“I think that is the most challenging thing, we have to think about a little bit new”, said Sternkopf, “We have this experience now with Michelin, but we have to understand how to bring the tyres on and work to hold them on for their life-time. The other operations are the same, a little bit different in Creventic with fuel procedure, not in the pit boxes, but it should all be OK!

“We are all big motorsport enthusiasts, and now you have chance to drive on old Formula One tracks, like Malaysia, or the great tracks in Abu Dhabi and Dubai is really cool. I think this race [in January] will be the 21st year of 24-hour racing in Dubai. We were there last year at the 20th anniversary and it was really cool, the city around us, everything is perfect for the winter season.”

As well as the strive for success, the desire to be as competitive as possible and to enjoy hard-earned success on a global stage, Cerny believes in the mantra a happy driver is also a quick driver. Feeling comfortable in a welcoming, nurturing environment can be worth plenty of time on the track and this is something the team not only understands, but wholeheartedly embraces.

“The drivers should be happy, that’s the biggest thing we like to have – that our drivers are happy the whole time”, Sternkopf underlined, “We have to be successful, but we are in a gentleman championship and so have two PRO drivers right now and two gentlemen [‘AM’ class]. Of course, motorsport is much expensive and somebody has to pay the whole party, and that’s the gentleman drivers so they have to be happy. When they are happy, the success should be there.”

So how does the team describe, in a single sentence, its arrival in the Michelin 24H SERIES Middle East Trophy? “Friendship, family and the wish for success”, says Sternkopf.

Sounds like the perfect recipe for continued success to us!



Things you might not know about the 24H DUBAI

Over the years, the 24H DUBAI has built a rich history filled with remarkable achievements and unforgettable performances. While some moments are widely recognised, others tend to fly under the radar. Here are some things you might not know about the 24H DUBAI

- » German manufacturers have famously done pretty well at the 24H DUBAI, with Porsche, Mercedes-AMG, Audi and BMW accounting for each overall win. Moreover, since 2006, these four brands have secured 53 of the 60 podium positions awarded so far.
- » And what of the remaining seven? Well, Ferrari accounts for four of them (2011, 2013, 2015 and 2019), while Lamborghini (2018), Aston Martin (2013) and Renault (2008) have taken one apiece.
- » Amazingly, on only two occasions – AF Corse Ferrari’s runners-up spots in 2011 and 2013 – has anything other than a German brand finished in the overall top two at the 24H DUBAI!
- » Incidentally, ‘Ferrari’ debuted at the 24H DUBAI in 2008 courtesy of Khaleji Motorsport’s 430 GTC. The team from the UAE even took class victory in SP2. On-board for his maiden 24H DUBAI outing? Adrian Newey. Yes, THAT Adrian Newey!
- » Speaking of AF Corse, did you know that NASCAR legend Michael Waltrip made his 24-hour racing debut with the Italian team at the 24H DUBAI in 2010? The two-time Daytona 500 winner did so alongside two-time Australian V8 Supercar champion Marcos Ambrose, but sadly, a collision meant the Ferrari F430 GT2 retired before half-distance.
- » As well as the current record for most overall wins (six), Porsche also holds the record for most overall podium finishes at the 24H DUBAI. Albeit only just, and across a wider timespan. In total, 18 cars representing the Stuttgart brand have finished in the overall top three since 2006, compared with 15 from Mercedes-AMG taken collectively since ‘only’ 2011.
- » Impressively, teams representing Porsche ALMOST took each of the top 10 positions in 2007 (nine out of the 10 spots), 2009 and 2010 (eight of the 10 spots). On each occasion, BMW was the spoiler.
- » Incidentally, Duller Motorsport, the event’s back-to-back winner in 2006 and 2007, accounts for two of those BMW ‘spoilers.’ The Austrian team was the only non-Porsche in the overall top 10 in 2007, and finished its final 24H DUBAI entry – to-date – 9th overall in 2009.
- » 2023 featured the closest overall finish to-date at the 24H DUBAI, when MS7 by WRT beat Herberth Motorsport by just 31.761 seconds. The previous record had been held by Land Motorsport for 14 years, the German team having finished just 49.676 seconds ahead of Al Faisal Racing in 2009.



» Moreover, the 2023 race also displaced 2009 for the closest overall podium to-date at the 24H DUBAI. The 4m 47.65s gap splitting outright winner MS7 by WRT and the sister 'Team WRT' in 3rd beat the previous record set in 2009 – 5m 31.070s – by almost 45 seconds.

And speaking of 2009...

The 2009 race featured several, one-off 24H DUBAI entrants, including Jaguar.

Its long-held record for the closest ever finish may have been usurped, but the fourth edition in 2009 still holds the distinction as the only 24H DUBAI to feature Jaguar and Volvo on the entry list.

Belgium's Motorsport International entered the distinctive Jaguar X-Type Silhouette – a mainstay of, and even an outright champion in, the Belgian Touring Car Series – for its one and only 24H DUBAI in 2009. Ironically, one year on from the budget issues that derailed Thiry Racing International's BTCS season in 2008. The V6 brute, based on the Big Cat's then-flagship X-Type saloon but with a whacking great rear spoiler on the back, was driven to 2nd in-class by Thiry namesake Jerome, Rene Franchi, Jean-Pierre Vannerum and Fabrice Warroquiers on its 24-hour debut.

Sadly, Ebbing Motorsport's Volvo S60 fared less well, and could only manage 19th in the hotly-contested A6 class following a collision during the second hour.

Interestingly, 2009 also featured the 24H DUBAI debuts of Aston Martin, which would go on to take an overall podium in 2013, and Mosler. Ironically, although Gravity Racing International's MT900 GT3 lasted only 153 laps, the Gravity-Mosler combination would go on to take two class podiums and finish its final three outings in '10, '11 and '14 on the SP2-GT4A podium.



» Only once has one manufacturer monopolized the overall GT podium at the 24H DUBAI. And, interestingly, it wasn't Porsche! In 2012, Abu Dhabi Racing by Black Falcon led home both Heico Motorsport's SLS AMG GT3s for a Mercedes 1-2-3.

» In contrast, three different manufacturers have finished on the overall podium only five times in the 19 editions to-date: 2011 (BMW, Ferrari and Mercedes); 2013 (Mercedes, Ferrari and Aston Martin); 2018 (Mercedes, Porsche, Lamborghini); 2021 (Porsche, Audi and Mercedes); and the most recent edition in 2024 (Audi, Porsche and BMW).

» The overall 24H DUBAI winner has crossed the 600-lap mark 10 times since 2006, with IMSA Performance Matmut the first to do so in 2010 (608 laps). Interestingly, Abu Dhabi Racing by Black Falcon and GPX Racing both completed exactly 600 laps en-route to victory in 2013 and 2021 respectively.

» Abu Dhabi Racing by Black Falcon holds the lap distance record at the 24H DUBAI, the Mercedes SLS AMG GT3 having completed 628 laps in 2012. Granted, MS7 by WRT came close to breaking that record in 2023 when the Belgian team's BMW M4 GT3 completed 621 laps.

» Only one team – MS7 by WRT – has taken multiple overall wins with different manufacturers. The Belgian team took back-to-back wins in 2022 and 2023, the first with an Audi R8 LMS GT3, the second with a BMW M4 GT3.

» Even though three teams have taken back-to-back, overall wins at the 24H DUBAI – Duller Motorsport ('06-'07), Abu Dhabi Racing by Black Falcon ('12-'13), and MS7 by WRT ('22-'23) – there has only been one 1-2 finish, outright, in the 19 editions to-date. That came in 2022, courtesy of Team WRT.

» Incidentally, in terms of overall lead changes, the 2025 race, which saw 48 changes at the absolute front, is going to take some beating!

» There have been plenty of 1-2 finishes in other categories since 2006 though. 15 in fact! Only ONE team however has ever taken a 1-2-3 finish at the 24H DUBAI. And, bizarrely, this happened at the very first edition in 2006, when Team Mirage Australian dominated the 'A1' podium with its trio of Mitsubishi Mirage RS'. The Antipodean team even followed this up with a 1-3 in 2007 and a 1-2 in 2009 on its final two appearances, to-date, at the 24H DUBAI..

Let's talk about Black Falcon...

The German team currently holds the record for most outright wins at the 24H DUBAI with five. But did you know that Black Falcon has an additional FIVE category wins to its name in 'A3' (2007), 'SP2' and 'A4' (both in 2010), '997' (2015) and '991' (2017)?



In fact, between 2012 and 2015, at least one Black Falcon car took victory at the 24H DUBAI, a four-race consecutive run that only Schubert Motorsport and the 'Racingdivas' come close to equaling. Schubert took a class win on each of its first three entries in 2006, 2008 and 2011, while the Divas (operated for two races by Schubert, interestingly) took its own hat-trick between 2013 and 2015.

Black Falcon similarly holds the record for most consecutive podium finishes at the 24H DUBAI, having secured EIGHT in succession between 2011 and 2018. Only two separate on-track incidents in 2019 denied the German team a 10-race podium streak from 2011 to 2020!

And lastly, Black Falcon is also one of only three teams to have taken multiple '991'/'992' class wins in Dubai. The German team won '991' in 2015 and 2017, and was later emulated by FACH AUTO TECH (991-PRO in 2018, and 992-PRO in 2023) and NKPP Racing by Bas Koeten Racing (991 in 2021 and 2022).



» The vast majority of those 15 1-2 finishes by the way – four of them – were secured in the 997/991/992 class. Black Falcon (obviously!) was the first to do so in 2015, and was followed the next year by Lechner Racing Middle East. Jumping forward six years, Team GP-Elite finished 1-2 in 992-PRO in 2022, with FACH AUTO TECH emulating its Dutch counterpart in the same category in 2023.

» While we're on the subject of '911' class winners, Lechner Racing, the eponymous outfit of the late great Walter Lechner, is the only team representing Bahrain to have taken a class win at the 24H DUBAI, Lechner Racing Middle East's Porsche 911 GT3 Cups having finished 1-2 in-class in 2016.

» Since the GT3-Am class was introduced as a sub-category for 2013 (as 'A6-Am'), three different teams have taken repeat category wins. And, bizarrely, all three did so in successive years! The UAE's Dragon Racing won A6-Am in 2014 and 2015; Hofor Racing conquered A6-Am in 2016 and 2017; and CP Racing took GT3-Am victory in 2022 and 2023.

» MP Motorsport and Century Motorsport meanwhile are the only teams to take repeat GT3-PRO/AM and GT3-AM victories at the 24H DUBAI, but only the British team did so in the same year. MP Motorsport was GT3-Am victor in 2020 and won GT3-Pro/Am in 2022, while Century Motorsport took both class wins in 2024.

» Like Leipert Motorsport, Attempto Racing has been a mainstay of the 24H DUBAI for many years. In fact, the German team hasn't missed a round since 2008, and will no doubt hope to secure its first category podium since 2015 this weekend.

» Three examples of the Vantage AMR GT3 EVO have been provisionally entered for the 24H DUBAI in 2025, meaning Aston Martin could, potentially, secure only its second overall podium at the event, and its first since 2013. Bentley and/or McLaren meanwhile could be on course to take their first.

» There's a way to go though before we match the number of different manufacturers on the grid in 2012. That year,

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 CIRCUIT PAUL RICARD	3-4 JUN	8 HOURS PER DAY	€ 3.950 PER DAY
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a staggering TWENTY TWO brands were represented, including the likes of Suzuki, Nissan, Mini, Lotus, the event debut of a Dodge Viper, the final entry for a Holden, and even a Saker. Oh, and 2012 also featured the only 24H DUBAI entry to-date for the NASCAR-esque DNRT V8!

- » Of all the winning drivers to have contested the 24H DUBAI, Axcil Jefferies has raced with the highest number of manufacturers (six).
- » Unsurprisingly, Germany has produced the highest number of overall winning drivers, and by a considerable margin! Fittingly, 20 different German drivers have won at least once, outright, in the 20 editions to-date, 11 more than the next highest placed nation, France (eight). In fact, so comprehensively has Germany monopolized the top step in Dubai, there have been only three races – 2008, 2016 and 2021 – that did not feature a winning German driver.
- » Only once though has a winning team featured drivers from completely different nations. Need for Speed by Team Schubert ran four drivers en-route to victory in 2011 – Augusto Farfus, Claudia Hürtgen, Tommy Milner, and Edward Sandström – representing Brazil, Germany, the USA, and Sweden respectively.
- » As it happens, those 2011 wins are the only outright victories for America, Brazil and Sweden thus far at the 24H DUBAI. That's on par with Italy (Gabriele Piana, 2018), New Zealand (Brendon Hartley, 2017), Mexico (Diego Menchaca, 2023) China (Mike Zhou Bihuang, 2024), and even Lithuania (Andrzej Dzikewic, 2009).
- » In the 19 editions run to-date, only two teams – Black Falcon and the GRT Grasser Racing Team – have started from overall pole position more than once. Black Falcon took pole in 2012 (as 'Abu Dhabi Racing by Black Falcon') and 2017, and GRT took back-to-back top spots in 2018 and 2019.
- » Those top spots for GRT Grasser Racing Team in '18 and '19 by the way mark the only time, to-date, that one team has started the 24H DUBAI from absolute pole two years in succession.
- » By contrast, NONE of the six pole positions secured by Porsche were done so by the same team: Oktanias (2007); VIP Pet Foods (2008); Autorlando Sport (2009); IMSA Performance Matmut (2010); FACH AUTO TECH (2015); Herbert Motorsport (2017); and seven Pure Rxcing (2025).
- » And yes, Porsche does hold the record for both the highest number of overall poles (seven) and the highest number of front row starts (14).

ABOUT 24H DUBAI

Leipert Motorsport is on course to start the 24H DUBAI for the 18th time

Long-time Lamborghini customer Leipert Motorsport has entered all but three of the 20 editions of the 24H DUBAI run to-date (the German was absent in 2009, 2013 and 2023) and secured three of its four class wins in Dubai with the raging bull's Huracán Super Trofeo in 2019, 2020 and 2025. All the stranger to think that the long-time Lamborghini customer's first category win came in 2008 in its last run with a Ford Fiesta!

But did you also know that, before teaming up with Sant'Agata, Leipert Motorsport entered one 24H DUBAI in 2010 with an Ascari KZ1 R GT3?

The limited-edition sports car – named, incidentally, for 1952 and 1953 Formula 1 World Champion Alberto Ascari, and Ascari Cars owner Klaas Zwart – qualified an impressive 5th overall. All seemed to be going well, and 'rhino's Team Leipert' even climbed to 2nd overall before a collision and gearbox gremlins led to retirement before half-distance.

2010 by the way marked the one and only entry for an Ascari to-date at the 24H DUBAI.



- » Twice, the overall winner of the 24H DUBAI has started from outside the top 10 (page 35). 2012 winner Abu Dhabi Racing by Black Falcon started 15th overall – still an event record – and two years later in 2014, Stadler Motorsport took victory from 14th on the grid.
- » Since 2014, the overall winner has invariably started among the front two rows. The sole outlier is the Eastalent Racing Team, which took victory in 2024 from 6th on the grid.

A quick maths lesson...

As of 2024, 66 different drivers* have taken outright victory at the 24H DUBAI across the first 19 editions. But only 13 of them have done so more than once.

* Okay, if we're being technical, that should actually be 89 different drivers**, as 24 drivers took overall TCE victory at the 24H DUBAI between 2018 and 2023. Four of whom – Stéphane Perrin (2020 and 2023), Fabian Danz (2019 and 2021), Benjamin Leuchter (2018 and 2021) and Yannick Mettler (2019 and 2023) – did so twice.

** Okay, okay, FINE! If you were wondering why that math still doesn't quite add up, Belgium's Gilles Magnus made 24H DUBAI history in 2024 by becoming the first driver to take an overall win in both a GT car and in the 24H SERIES' now-retired TCE division. Four years before his win with the Eastalent Racing Team, Gilles took TCR – and overall TCE – honours with AC Motorsport in 2020, alongside future two-time winner Stéphane Perrin, Matthew Taskinen, British Touring Car legend Vincent Radermecker, and four-time Paris–Roubaix winner, Tom Boonen.

Interestingly, Magnus took both wins with an Audi.

Only two drivers from Kuwait have contested the 24H DUBAI.

It's amazing to think, given the proximity of Kuwait to the United Arab Emirates, that only two drivers representing the State have competed at the 24H DUBAI since 2006. And, prior to 2024, there had only been one!

Khaled Al Mudaf's 24H DUBAI debut with Gulf Racing in 2013, sadly, was stymied by gearbox issues, and didn't go beyond half-distance. The Kuwaiti driver didn't have to wait long for his day of days at the event however, as he would go on to take A6-Am class victory with local boys Dragon Racing (page 38) just one year later, and an SPX win – also with Dragon – in 2019.

Compatriot Haytham Qarajouli meanwhile has just the one 24H DUBAI start to his name so far, one that, sadly, ended in retirement in 2024.



- » Perhaps unsurprisingly, German manufacturers have monopolized qualifying at the 24H DUBAI as well, with Mercedes-AMG, Porsche, Audi and BMW taking all but five of the 20 absolute pole positions to-date.
- » Lamborghini has a surprisingly strong record in qualifying, the Italian marque having secured overall pole position in 2011, 2018 and 2019. Ferrari also banked the top spot in qualifying in 2012, courtesy of AUH Motorsports/FF Corse. But did you know that a Corvette once started the 24H DUBAI from pole as well? V8 Racing, which would go on to win the 12H MUGELLO outright two years later, took pole for the 2014 race with its Chevrolet Corvette C6.R, and while it couldn't quite hold on to a rostrum spot, the Dutch team did eventually round out the overall top five.
- » Teams might want to be wary about starting the race from the front row, however. Indeed, of the 19 cars that have started the 24H DUBAI from 2nd on the grid, two – Black Falcon (2015) and Car Collection motorsport (2019) – have gone on to take the win, but TEN have failed to finish. Incredibly, two teams – Race Alliance Motorsport (2007) and Leipert Motorsport (2024) – didn't even make it to the green flag!
- » Christopher Mies unfortunately has one of the less enviable driver records at the 24H DUBAI, as the German driver's first overall win, in 2022, came 14 years after his event debut. Christopher finished 2nd in-class first time out in 2008, but wouldn't make his return until 2016.
- » Fellow Audi factory driver Markus Winkelhock and UAE resident Frédéric Fatien are right on Mies' coattails, the former having taken his first overall 24H DUBAI win in 2024 – 11 years after his event debut in 2013 – while the latter, who made his first start in 2009, had to wait 12 years before his first overall win in 2021.
- » What about the longest gap between outright wins, you might be asking? That 'honour' belongs to the UAE's Khaled Al Qubaisi and The Netherlands' Jeroen Bleekemolen, who, as we discover on page 24, had to wait seven years to take their third outright wins in 2020.
- » BMW M Motorsport could probably sympathize, given that the Bavarian team's win in 2023, came 17 years after its first in 2006, and 12 years after its then-most recent victory in 2011.

- » Abdulaziz Al Faisal meanwhile currently holds the record for most overall podiums scored at the 24H DUBAI. The Saudi Arabian driver, who made his event debut in 2007 aboard a Mini Cooper, has finished in the overall top three SEVEN times, including his outright wins in 2015 and 2018. That, somewhat surprisingly, is two more than three-time winners Hubert Haupt and Jeroen Bleekemolen, who've each finished on the overall podium five times.
- » Slightly less enviably, Sven Müller and Adam Christodoulou currently have the most overall podium finishes to their names without a win (three). Müller was the overall runner-up in 2017, 2018 and 2024, while Christodoulou finished 2nd in both 2015 and 2016, and 3rd in 2014.

And finally...

Did you know that there is a car named after the 24H DUBAI?!

Founded by Joop Donkervoort, 'Donkervoort Cars' opened its doors in 1978 as the Dutch importer of the classic Lotus 7. Copyright issues though meant the '7' was reborn – and largely rebuilt! – in The Netherlands as the Donkervoort S7 (the 'S,' a reference to the 'Super Seven' Lotus origins, was eventually abandoned when the D10 arrived in 1988).

Though the single-make Donkervoort Cup had already been held across Europe from 1993 to 2001, the Dutch independent's toughest on-track challenge came in 2010 when Dennis Donkervoort (Joop's son and the company's chairman since 2021) led the company's D8 GTO to 5th in-class at the 24H DUBAI, the company's first-ever 24-hour motor race. This was followed in 2011 by a commanding 'SP3' win for Donkervoort Racing, despite a long-range fuel test during qualifying going disastrously wrong and causing a fire in the engine bay!



18 drivers currently have a 100% success rate at the 24H DUBAI.

Each of the following 18 drivers took overall victory at the 24H DUBAI at their first attempt. These include [deep breath]...

- ◇ Current Mercedes F1 team principal Toto Wolff and two-time Le Mans winner Hans-Joachim Stuck (2006).
- ◇ Jonathan Webb (2008).
- ◇ Niclas Kntenich (2009).
- ◇ Patrick Pilet and Marco Holzer (2010).
- ◇ Tommy Milner and long-time BMW works driver Augusto Farfus (2011).
- ◇ Michael Meadows and two-time Spa 24 Hours winner Laurens Vanthoor (2016).
- ◇ Four-time FIA World Endurance Champion Brendon Hartley (2017).
- ◇ Ben Barker (2020).
- ◇ Thomas Neubauer (2022).
- ◇ Diego Menchaca (2023).
- ◇ Mike Zhou (2024).
- ◇ Daniel Harper and Ben Tuck (2025).

Alain Ferté should perhaps receive the biggest plaudits though. The 1980 French Formula 3 champion has entered the 24H DUBAI only twice – with Belgian Club Audi Team WRT in 2016 and GPX Racing in 2021 – and won overall on both occasions!

To honour its 24H DUBAI win, Donkervoort commissioned limited-edition versions of both its D8GT 270 – the first hardtop produced by the company – and the ultra-lightweight D8 270, both of which were showcased at Amsterdam's AutoRAI auto show in April 2011. The '24H of Dubai special edition' featured additional carbon fibre components (specifically the wings and the seats) and featured a '24H' moniker across the dashboard and the driver's digital display.

So limited is the '24H of Dubai special edition,' only 10 examples were ever built for customers.



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Behind Garage Doors

with Joe Bradley



Among the spectators were Dubai's newly appointed 28-year-old Chief of Police, Dahl Tami, and Major Saeed Khalfan, Chairman of the Al Nasr Motorsports Club. Inspired by the spectacle, they approached Hone, who welcomed the opportunity to collaborate and travelled to Dubai in January 1981. Upon arrival, he faced significant challenges: no racing circuit, limited public roads, no racing cars available in the Emirates, few active drivers, and no trained marshals or officials.

At the time, the Deira Corniche reclamation project had recently been completed. The Hyatt Regency Hotel stood largely isolated, surrounded by empty landscape and connected by a single road to the Shindaga Tunnel. Hone designed a 1.85-kilometre circuit around the hotel, incorporating part of the tunnel road. He also arranged contractors to build the temporary track and brought officials, clerks, and marshals from the UK to train local personnel and support the operation of the event.

The Dubai Grand Prix received criticism for not featuring Formula One cars, but many major events in Asia also adopted the "Grand Prix" title during that era, and Dubai followed that convention.

Since the 1981 racing season had concluded, many teams and drivers were available to travel if encouraged. To complete a full two-day programme, Hone reached out to the Aston Martin Owners Club and several UK saloon car racers. The idea of competing in warm weather, paired with a working holiday in Dubai, was attractive to many. However, transporting the cars to Dubai remained a logistical challenge.

Fortunately, Jebel Ali Port had been recently completed, and its management contract had been awarded to Sealand Shipping Company, an American pioneer in container shipping. Sealand was eager to promote its services in the Gulf region, making the transportation of race cars an ideal opportunity to showcase both the new port and its capabilities. Cargo airlines such as Cargolux also joined the effort, transporting vehicles as part of the promotional campaign. Dubai was positioning itself as a major international logistics hub, and this event helped demonstrate its ambition and capacity.

As expected, the facilities were basic. The pits and paddock were constructed from shipping containers, creating a temporary but functional environment. The fans embraced the event, and the racing unfolded successfully. The only notable incident occurred when five-time Formula One World Champion Juan Manuel Fangio suffered a heart attack in the paddock, from which he thankfully recovered after two weeks in a Dubai hospital.

Major Saeed Khalfan later became UAE Rally Champion and Chairman of the Dubai Autodrome.

It would take another two decades for motorsport to gain a permanent foothold in the UAE, supported by the development of the Dubai Autodrome, the A1 GP Series, and eventually the Yas Marina Circuit, which became the home of Formula One in the country. Today, the region proudly hosts the 24H Series Middle East Trophy, continuing the legacy that began more than forty years ago. ■

#thisisendurance

The 2026 season will see the 24H Series Middle East Trophy first at Yas Marina Circuit in Abu Dhabi before moving on to the birthplace of the Series, the Dubai Autodrome. The UAE has long been home to a passionate community of motorsport enthusiasts, and returning to our audience in the region is always a highlight of the year.

Although motorsport in the UAE feels firmly established today, its history is relatively young. The journey began on Friday, 4 December 1981, with the organisation of the very first Dubai Grand Prix.

Interestingly, the roots of this event trace back to the West Midlands in the United Kingdom. In 1966, Martin Hone envisioned hosting a street race, but soon discovered that UK regulations made competitive street racing nearly impossible. Instead, he organised "The Lucas On The Streets Spectacular," a demonstration event featuring race cars navigating a 1.8-mile circuit in Birmingham. Many well-known drivers took part, even though no actual racing was allowed.



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RADICAL CUP

EUROPE

2026 CALENDAR

- R1  MUGELLO CIRCUIT 20-22 March
- R2  SPA-FRANCORCHAMPS 16-19 April
- R3  PAUL RICARD 4-7 June
- R4  NÜRBURGRING 2-5 July
- R5  BARCELONA 18-20 September

5 EVENTS : 10 races - 5 events with 24HSERIES - 5 Grade One Circuits - 5 events with additional testing

FORMAT : 60 minutes free practice - 2 x 20 minutes qualifying - 2 x 50 minutes race

DRIVER PARING : Single and Driver Paring allowed

TOTAL TRACK TIME OVER THE SEASON : Race weekends 17 hours - Including Track Days 100 hours

New for 2026, the Radical Cup Europe has been confirmed as a key support category for the full Michelin 24H SERIES European Series – the start of a multi-year partnership between Creventic and Radical Motorsport.

Founded in 1997, Radical Motorsport is the leading manufacturer and constructor of race cars in the UK and will make a very welcome return to pan-European competition with its new one-make series alongside Creventic's flagship endurance racing championship.

Between 2008 and 2018, Radical Motorsport had a strong presence within Europe with the Radical European Masters. Now, having focused on its home market in the UK in the intervening years as well as developing 11 national championships, five regional series and a continental championship with the Radical Cup North America, the Radical Cup Europe has been created.

The Radical SR3 will be eligible to enter the new championship and there will be a designated class for the turbocharged SR10. Each race weekend alongside the Michelin 24H SERIES European Series will feature practice and qualifying for the Radicals, along with two endurance races.

Additionally, competitors from the Radical Cup Europe will also have the opportunity to enjoy even more valuable time on circuit as part of the Creventic-run CR Track Days which are held during days preceding each event.

Off-track, the Radical racers and their families and guests will be welcome to enjoy the first-class hospitality which Creventic provides at each of its race meetings in the heart of the race paddock, a place to meet, relax, and experience the full atmosphere of the Michelin 24H SERIES events. ■

ENTRY LIST



24H DUBAI 2026



2
GT3

Alexander Bukhantsov, Damian Ciosek, Alim Geshev, George King, James Winslow

HAAS RT AUDI R8 LMS GT3 EVO II

4
GT3

Stephen Grove, Brenton Grove, Kai Allen, Jules Gounon, Christopher Luhman

GROVE RACING BY GETSPEED MERCEDES-AMG GT3 EVO

8
GT3

Setiawan Santoso, Zhou Bihuang, Kerong Li, Tanart Sathienthirakul

EBM MERCEDES-AMG GT3 EVO

10
GT3

Antares Au, Loek Hartog

HERBERTH MOTORSPORT PORSCHE 911 GT3 R (992)

11
GT3

Chantal Prinz, Alexander Prinz, Torsten Kratz, Maximilian Partl, Manuel Metzger

HOFOR RACING MERCEDES-AMG GT3 EVO

12
GT3

Marcelo A. Ramirez, Christian Mansell

TEAM MOTOPARK MERCEDES-AMG GT3 EVO

14
GT3

RAZOOON - MORE THAN RACING PORSCHE 911 GT3 R (992)

16
GT3

Sergey Stolyarov, Daan Arrow, Maro Engel, Luca Stolz

WINWARD RACING MERCEDES-AMG GT3 EVO

17
GT3

Alessandro Giannone, Andrea Girondi, Enrico Fernando Fulgenzi

FULGENZI RACING PORSCHE 911 GT3 R (992)

18
GT3

Michael Doppelmayr, Elia Erhart, Pierre Kaffer, Swen Herberger, Stephane Tribaudini

SAINTELOC JUNIOR TEAM AUDI R8 LMS GT3 EVO II

21
GT3

Peter Guelinckx, Nicolas Guelinckx

HAAS RT AUDI R8 LMS GT3 EVO II

24
GT3

Reinhold Krahn, Eshan Pieris, Rafael Duran, Philipp Sager

DINAMIC GT PORSCHE 911 GT3 R (992)

25
GT3

🇸🇩 Xolile Letlaka 🇸🇩 Stuart White
🇳🇱 Arnold Neveling 🇬🇧 Jim Geddie 🇬🇧 Glynn Geddie

🇮🇹 INTO AFRICA RACING BY DRAGON FERRARI 296 GT3

26
GT3

🇫🇷 SAINTELOC JUNIOR TEAM AUDI R8 LMS GT3 EVO II

81
GT3

🇷🇺 Rinat Salikhov 🇮🇹 Gabriele Piana
🇩🇪 Marvin Dienst 🇮🇹 Matteo Cairoli

🇩🇪 WINWARD RACING MERCEDES-AMG GT3 EVO

87
GT3

🇨🇳 Bob Yuan 🇨🇳 Leo Ye
🇨🇳 Deng Yi

🇩🇪 ORIGINE POWERED BY CC PORSCHE 911 GT3 R (992)

27
GT3

🇧🇪 TEAM WRT BMW M4 GT3 EVO

28
GT3

🇫🇷 Patrick Charlaix 🇫🇷 Jordan Boisson
🇧🇪 Benjamin Paque 🇩🇪 Nico Bastian

🇫🇷 TFT RACING MERCEDES-AMG GT3 EVO

88
GT3

🇮🇹 Giacomo Altoé 🇬🇧 Oscar Ryndziewicz
🇪🇬 Khaled Al Marzouq 🇮🇷 Ramez Azzam

🇮🇹 DRAGON RACING FERRARI 296 GT3

89
GT3

🇧🇪 Xavier Knauf 🇧🇪 Gregory Servais
🇸🇩 Bashar Mardini

🇩🇪 LIONSPEED GP PORSCHE 911 GT3 R (992)

31
GT3

🇬🇧 Shaun Lynn 🇬🇧 Maxwell Lynn
🇬🇧 Robert Huff 🇮🇹 Dario Franchitti

🇬🇧 TEAM PARKER RACING MERCEDES-AMG GT3 EVO

56
GT3

🇨🇪 Miroslav Východ 🇨🇪 Matuš Východ
🇨🇪 Josef Král 🇨🇪 Dennis Waszek

🇨🇪 SCUDERIA PRAHA FERRARI 296 GT3

92
GT3

🇩🇰 Michelle Gattung 🇬🇧 Aliaksandr Malykhin
🇷🇺 Alexey Nesov 🇩🇪 Max Hofer

🇩🇪 PURE RXCING PORSCHE 911 GT3 R (992)

93
GT3

🇮🇳 Ajith Kumar 🇧🇪 Kobe de Breucker
🇮🇳 Ayrton Redant 🇧🇪 Yannick Redant

🇮🇳 AJITH REDANT RACING MERCEDES-AMG GT3 EVO

61
GT3

🇺🇸 Adrian D'Silva 🇮🇹 Enzo Trulli
🇮🇹 Dorian Boccolacci 🇮🇹 Alessandro Ghiretti

🇮🇹 EBM PORSCHE 911 GT3 R (992)

67
GT3

🇮🇹 Roberto Pampanini 🇮🇹 Amedeo Pampanini
🇨🇭 Mauro Calamia 🇨🇭 Jean-Luc D'auria

🇮🇹 SVC SPORT MANAGEMENT MERCEDES-AMG GT3 EVO

107
TCE-TC

🇯🇵 Rio Shimono 🇯🇵 Miki Onaga
🇯🇵 Aimi Saito 🇯🇵 Kokora Sato
🇯🇵 Rami Sasaki

🇯🇵 TGRR TOYOTA GR SUPRA GT4 EVO "B-SPEC"

108
TCE-TC

🇨🇳 Paul Ip 🇨🇳 Marchy Lee
🇨🇳 Ho-pin Tung 🇨🇳 Andy Yan

🇨🇳 KCMG TOYOTA GR SUPRA GT4 EVO "B-SPEC"

69
GT3

🇷🇺 Vasily Vladikin 🇷🇺 Andrey Solukovtsev
🇷🇺 Mikhail Simonov 🇮🇹 Alex Arkin Aka

🇮🇹 CONTINENTAL RACING AUDI R8 LMS GT3 EVO II

74
GT3

🇬🇧 Andrew Gilbert 🇬🇧 Tom Fleming
🇬🇧 Michael Porter 🇬🇧 Benjamin Goethe

🇬🇧 OPTIMUM MOTORSPORT MCLAREN 720S GT3 EVO

269
GT3

🇩🇪 Vincent Kolb 🇩🇪 Max Moritz
🇩🇪 Sven Müller 🇩🇪 Florian Spengler

🇩🇪 HERBERTH MOTORSPORT PORSCHE 911 GT3 R (992)

669
GT3

🇧🇪 TEAM WRT BMW M4 GT3 EVO

77
GT3

🇬🇧 Harry George 🇺🇸 Patrick Liddy
🇬🇧 Tanner Harvey

🇬🇧 OPTIMUM MOTORSPORT MCLAREN 720S GT3 EVO

79
GT3

🇮🇹 Johannes Zelger 🇮🇹 Fabio Babin
🇮🇹 Daniel Gaunt 🇮🇹 Alex Fontana

🇮🇹 TSUNAMI RT PORSCHE 911 GT3 R (992)

777
GT3

🇮🇳 Axcil Jefferies 🇺🇸 Dustin Blattner
🇮🇳 Dennis Marschall 🇮🇳 Al Faisal Al Zubair

🇮🇳 DRAGON RACING FERRARI 296 GT3

991
GT3

🇬🇧 PARADINE COMPETITION BMW M4 GT3 EVO

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701
GTX

🇫🇷 Lionel Amrouche 🇫🇷 Philippe Bonnel

🇫🇷 **VORTEX V8** VORTEX 2.0

710
GTX

🇩🇪 Gerhard Watzinger 🇺🇸 Don Yount
🇨🇪 Fred Roberts 🇸🇪 Mánz Thalin

🇩🇪 **LEIPERT MOTORSPORT** LAMBORGHINI HURACÁN SUPER TROFEO EVO2

763
GTX

🇵🇱 Andrzej Lewandowski 🇵🇱 Adrian Lewandowski
🇵🇱 Pawel Kowalski 🇵🇱 Seweryn Mazur 🇸🇰 Konstantins Calko

🇵🇱 **GT 3 POLAND** LAMBORGHINI HURACÁN SUPER TROFEO EVO2

794
GTX

🇧🇪 Rodrigue Gillion 🇫🇷 Eric Mouez

🇫🇷 **TEAM CMR** LAMBORGHINI HURACÁN SUPER TROFEO EVO2

795
GTX

🇬🇧 Lawrence Tomlinson 🇬🇧 Freddie Tomlinson
🇬🇧 Michael Simpson 🇫🇷 Nico Prost

🇫🇷 **TEAM CMR** GINETTA G56 GT2

797
GTX

🇷🇺 Roman Rusinov 🇰🇷 Evgeny Kireev
🇸🇦 Amna Al Qubaisi 🇰🇷 Ismail Akhmedkhodjaev 🇷🇺 Viacheslav Gutak

🇮🇹 **ROSSA RACING** ROSSA LM GT

216
992

🇫🇷 Francis Tjia 🇨🇦 John Shen
🇨🇦 Christian Chia 🇩🇰 Benny Simonsen 🇫🇷 Philippe Descombes

🇮🇹 **MODENA MOTORSPORTS** PORSCHE 911 GT3 CUP (992)

888
992

🇫🇷 Stephane Perrin 🇬🇧 Anthony Vince
🇷🇺 Alexandr Artemyev 🇫🇷 Louis Perrot

🇫🇷 **SEBLAJOUX RACING** PORSCHE 911 GT3 CUP (992)

909
992

🇮🇱 Ivo Breukers 🇮🇱 Luc Breukers
🇮🇱 Rik Breukers 🇸🇰 Fabian Danz

🇮🇱 **RED CAMEL-JORDANS.NL** PORSCHE 911 GT3 CUP (992)

910
992

🇫🇷 Solenn Amrouche 🇫🇷 Enzo Joulie
🇫🇷 Sebastien Lajoux

🇫🇷 **SEBLAJOUX RACING** PORSCHE 911 GT3 CUP (992)

914
992

🇩🇪 Colin Bönighausen 🇩🇪 Daniel Drexel
🇩🇪 Artur Chwist

🇩🇪 **RAZOOON - MORE THAN RACING** PORSCHE 911 GT3 CUP (992)

921
992

🇳🇱 Paul Meijer 🇳🇱 Jurriaan de Back

🇳🇱 **MÜHLNER MOTORSPORT** PORSCHE 911 GT3 CUP (992)

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992

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992

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928
992

 Michael Blanchemain
  Jérôme Da Costa
 Stéphane Adler
  Ryan Naicker



 HRT PERFORMANCE PORSCHE 911 GT3 CUP (992)

929
992

 Gregg Gorski
  Silvain Pastoris
 Giovanni Nucera
  Steven Gambrell



 HRT PERFORMANCE PORSCHE 911 GT3 CUP (992)

930
992

 Sergey Titarenko
  Victor Titarenko
 Igor Sorokin
  Ilya Gorin



 X MOTORSPORT BY HRT PERFORMANCE PORSCHE 911 GT3 CUP (992)

931
992

 Alex Renner
  Grigori Burlutskii
 Dmitry Shishko



 HRT PERFORMANCE PORSCHE 911 GT3 CUP (992)

939
992

 Jani Käkälä
  Henri Tuomala
 Thomas Kangro
  Jukka Honkavuori



 TEAM GP-ELITE PORSCHE 911 GT3 CUP (992)

962
992

 Ralph Poppelaars
  Huub van Eindhoven
 Robert de Haan
  Wouter Boerekamps



 TIERRA OUTDOOR RACING BY FACH PORSCHE 911 GT3 CUP (992)

971
992

 Saif Alameri
  Christopher Zöchling
 Salem Alketbi



 RABDAN BY FULGENZI PORSCHE 911 GT3 CUP (992)

985
992

 Felix Neuhofer
  Markus Neuhofer
 Martin Ragginger
  Helmut Roedig
 Sebastian Schmitt



 NEUHOFFER RENNSPORT PORSCHE 911 GT3 CUP (992)

414
GT4



 RAZOON - MORE THAN RACING PORSCHE 718 CAYMAN GT4 RS CS

427
GT4



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444
GT4

CIRCUIT TOYS TOYOTA GR SUPRA GT4 EVO2

445
GT4

Alec Udell Spencer Propper

CERNY MOTORSPORT BMW M4 GT4 (G82)

478
GT4

Colin White Mark Griffith
Neale Muston

CWS ENGINEERING GINETTA G56 GT4

101
TCE-TCX

Thomas Alpiger Michael Neuhauser
Ahmed Al Khaja Fahad Nasir Khan

ASBEST RACING SEAT LEON CUP RACER

102
TCE-TCX

Pia Ohlsson Lutz Obermann
Junichi Umemoto

ASBEST RACING CUPRA TCR DSG

103
TCE-TCX

Nadir Zuhour Karim Zuhour
Mohammed Al Owais Rafal Gieras

ASBEST RACING VOLKSWAGEN GOLF GTI TCR DSG

111
TCE-TCX

Marco Grilli Rawad Sarriddine
Dylan Pragji Zaamin Jaffer

ASBEST RACING PORSCHE 718 CAYMAN GT4 CS (982)

127
TCE-TCX

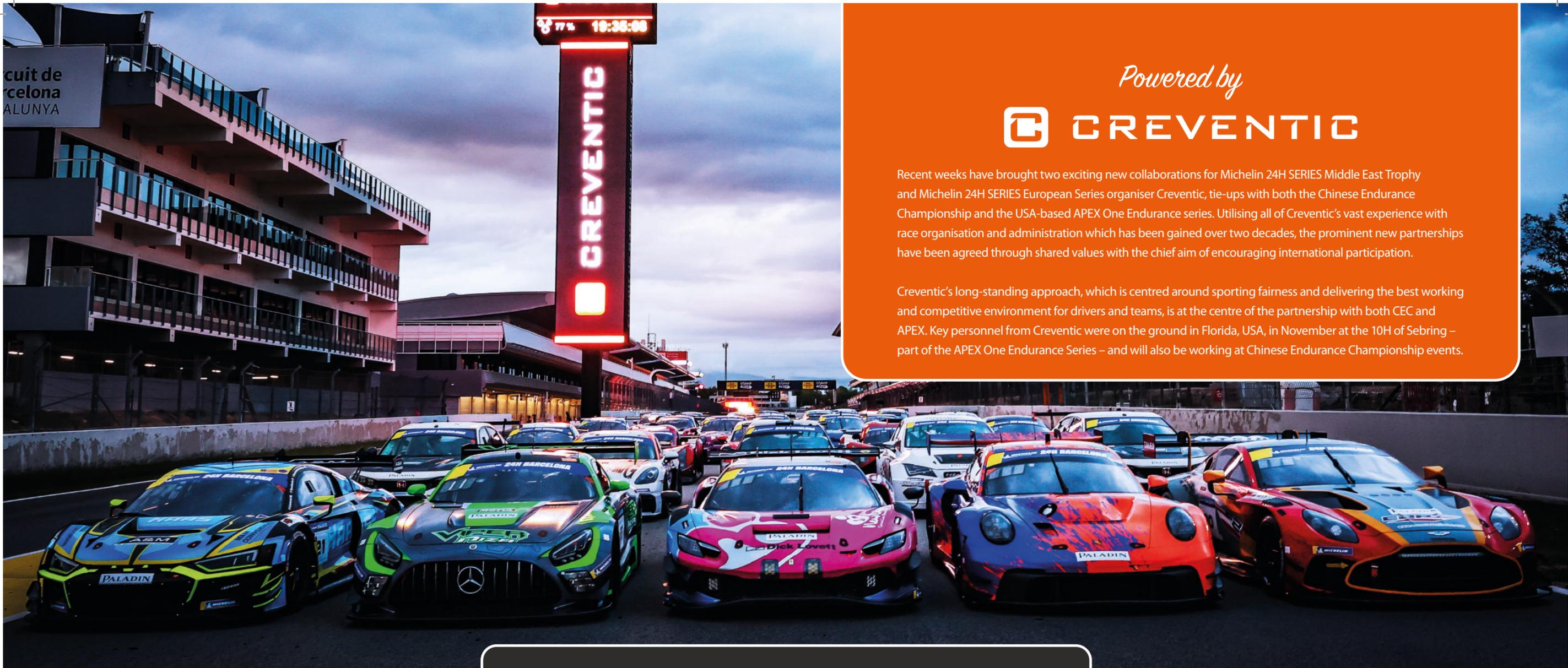
TEAM SORG RENNSPORT PORSCHE 718 CAYMAN GT4 CS (982)

178
TCE-TCX

CWS ENGINEERING GINETTA G55

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Recent weeks have brought two exciting new collaborations for Michelin 24H SERIES Middle East Trophy and Michelin 24H SERIES European Series organiser Creventic, tie-ups with both the Chinese Endurance Championship and the USA-based APEX One Endurance series. Utilising all of Creventic's vast experience with race organisation and administration which has been gained over two decades, the prominent new partnerships have been agreed through shared values with the chief aim of encouraging international participation.

Creventic's long-standing approach, which is centred around sporting fairness and delivering the best working and competitive environment for drivers and teams, is at the centre of the partnership with both CEC and APEX. Key personnel from Creventic were on the ground in Florida, USA, in November at the 10H of Sebring – part of the APEX One Endurance Series – and will also be working at Chinese Endurance Championship events.



As the growth of motorsport within the Asian market continues apace, Creventic's new tie-up with the Chinese Endurance Championship marks a key moment for both entities. In addition to the adoption of Creventic's technical and sporting regulations within the CEC, the opening round of the 2026/2027 Michelin 24H SERIES Middle East Trophy will also be the concluding race of the 2026 CEC.

The inaugural season of the APEX One Endurance Series is a two-event series, the opening round was the 10H Sebring which took place in November and the second and concluding race will be the 12H Cota on 5/6/7/8 February. Built on the great success and 20-year-plus evolution of Creventic's championships, the multi-class APEX series runs to Creventic's technical and sporting regulations.





2024

A Year in Pictures

The 2025 24H SERIES brought unforgettable moments and breathtaking scenes, all brilliantly captured through the lens of the official photographer, Nico Mombaerts. In this special selection, he presents the ten best photographs that showcase the drama, excitement, and passion of endurance racing. Each image tells a unique story, reflecting the spirit and energy that defined this year's competition.



Ajith Kumar : This image tells a million stories. Ajith Kumar, the Indian actor who stepped into the Creventic race series for the Middle East and European Championship created the most impressive buzz I have experienced in my race career. I have experienced the Valentino Rossi craze when he switched from 2 wheels to 4 wheels but this was on another level. But the most impressive part of all this, is the respect he gets from his fans but also the respect and gratitude he gives back. Although mega popular among millions of people, he remains an incredibly humble person.

Backlit : The two Middle East Championship races have one consistency for all photographers: in 99% of the cases, we will have at least one amazing sunset to capture. Making sure you have the shot but there is something to tell about sunrises as well. Although they are not as spectacular, landscape wise trackside in Dubai, you can still be creative and play with light.





Emotions : Motorsport is intense. It is fighting, braking, repairing, getting back up and do your utmost best to never give up. If you go through that roller coaster of emotions and cross the line with an impressive P1, all pure emotions come out. Motorsport is not just about the drivers but about all the individuals involved in the process.



Ferrari : The opener of the European season is synonymous with a trip to Tuscany, working at Mugello. The Ferrari race track with its glowing hills, fast corners, and incredible hospitality remains in my top 3 racetracks. The big difference with a lot of the other tracks I work at is that the landscape and scenery are always an integral part of the images where the cars are playing a secondary role.

Extreme Speed : How to capture the real speed of the car? You can do that in a number of ways but nothing beats the feeling when you set your camera to the lowest shutter speed possible and you snap the moment when the Porsche hits the curb coming out of Combes.

Focus : When a driver steps into their car, straps in and gets ready to push that start button before a training or qualifying session, they all have their focus moment. Whether they are going over the racetrack, visualizing the layout and corners in their mind or saying a prayer for guidance and clarity, is different for everyone. But the one consistency is that they all get into their own little bubble and disappear for a few moments.





Shooting Through the cars : There is a secret game that a lot of photographers are playing: shooting cars through cars. To up our game, we often position ourselves in a way that when we want to capture a car, we risk losing the moment, as another one might pop up in front. Well... unless you go back to the photographer basics, forget about autofocus, car tracking, all the nice and fancy technologies that are now available for us. We go back to basics: manual setting, manual focus and lowering that shutter speed. Just like in the old days.

Sunrise : There are tracks where the sunset is always compromised because of the location where the sun sets and the surroundings. You just cannot get that shot you have in mind, so you need to be ready to capture the sunrise, knowing exactly where to be. Map the locations, don't follow the rest of the photographers but look for that other angle and that is how I captured this one. We were lucky with amazing sunrise that had the same color as the brakes of the car.



Almost missing it : As so often happens, you have that shot in your mind. I always have a shotlist in my brain. A list of locations, shots, positions, ideas,... When the moment comes to capture it, you might think you completely missed it and move on. But when you return to the media center, download your material for editing, and discover that what you thought was a mistake turned out better than expected, you realize that this is exactly why we do it.

Typical Weather : There is one certainty when heading to one of the most famous tracks in the world: Spa-Francorchamps, you never know what the weather will be. And this season was no different. Last year we experienced rain, snow, hail, all seasons in one day. This year, it was the same story all over again: pouring rain. But those are the moments you need to be out there as a photographer. Being soaking wet, cold, and tired should not stop you, because this is the moment you have been waiting for.



24H SERIES

RACE FORMAT

CHAMPIONSHIP

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.

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.

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.

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.

POSITION IN CLASS

LUMIRANK LED POSITION SYSTEM

EACH CLASS HAS ITS OWN DISPLAY COLOR



WHAT DO YOU SEE ON THE DISPLAY

in Practice and Qualifying the overall class ranking
in the Race the overall class position



every 3 seconds the driver ID will be shown

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



In the race: overall class leader by flashing LED



POINTS SCORING

In the Michelin 24H SERIES winners of each distinct class in any given race are awarded 40 points, second place scores 36 points and third takes away 32 points. The points reduce by four per position down to sixth place in class, which scores 20. From seventh to 15th place, the gap per position is just two points – so seventh place takes away 18 points, eighth place scores 16 points and so on. Drivers as well as teams score points in the relevant championship battles and should a driver change teams partway through the Middle East Trophy, their final totals may obviously differ.

In the 24 hour races, such as the Michelin 24H DUBAI, points are also awarded at the midway stage. These are half the value of the final results scores, so the lead car in each class at mid-distance earns 20 points, second place 18 points, third place 16 points, down to 15th position taking a single point. With this in mind, the maximum possible score for any team or driver in the Michelin 12H MALAYSIA and Michelin 6H ABU DHABI is 40 points, in the Michelin 24H DUBAI the maximum is 60 points. Before final championship positions are calculated, drivers/teams must 'drop' or scratch their lowest score from the three Middle East Trophy events. Should a driver/team fail to score in any given race, they will obviously lose zero points.

Position in class	Final result	Halfway result
1	40	20
2	36	18
3	32	16
4	28	14
5	24	12
6	20	10
7	18	9
8	16	8
9	14	7
10	12	6
11	10	5
12	8	4
13	6	2
14	4	2
15	2	1

24H SERIES

CARS

DRIVERS

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).

GT3



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.

992



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.

GTX



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. As in GT3, BOP is used to equalise performance.

GT4



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.

TCE



PRO PRO-AM AM

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.

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.

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.

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