

# 24H SERIES

The only worldwide endurance racing championship for real endurance teams and drivers

 **HANKOOK**

## 12H SPA

19-20 APRIL 2019



Under the lid  
Vincent Radermecker and Matt Neal



Stefan Tanner  
"How do You win the 24H DUBAI?"

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# Welcome to the Circuit of Spa-Francorchamps

The Circuit of Spa-Francorchamps is delighted to welcome, for the third time, CREVENTIC and the 300 Spa-Francorchamps.

Amateur and semi-professional pilots from all over the world will offer an exciting show during the third edition of the 24H series, European Championship at Spa-Francorchamps.

During this endurance week-end, on the 19th and the 20th of October, general entrance and access to the paddocks are completely free. An opportunity for the public and fans to enjoy exceptional cars at close hand.

We wish everyone a beautiful edition !

Nathalie Maillet  
CEO  
Circuit of Spa-Francorchamps



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#24HSERIES #thisisendurance

**LIVE BROADCAST 12H SPA 2019  
ON 24HSERIES.COM  
WITH COMMENTARY FROM RADIO LE MANS**

Friday April 19	10:10 - 10:50 Race 1 CLIO CUP
	10:50 - 12:10 Qualification GT and TCE
	12:55 - 13:32 Race 1 CLIO CUP
Saturday April 20	13:35 - 18:10 Race 12H SPA Part 1
	09:35 - 18:55 Race 12H SPA Part 2

Broadcasting time is local time

**radiolemans.com**



## Welkom, Bienvenue und Willkommen!

© Petr Fryba

Round two of this year's European Championship takes the 24H SERIES to Belgium, and one of the world's most hallowed racing facilities, Spa-Francorchamps. Designed in 1920 and encompassing almost 15km of public road between neighbouring towns Francorchamps, Malmedy and Stavelot, it's a circuit that's hosted motorsport on two wheels and four since 1921, introduced Michael Schumacher to Formula 1 in 1991, and has hosted one of the world's most famous endurance races since 1924. Off and on.

Fittingly, this year's Hankook 12H SPA, now moved from its traditional season-ending spot on the calendar, is the first of two visits to the circuit this season for the 24H SERIES. Joining forces with World Sporting Consulting (WSC), the organising body behind the TCR concept, CREVENTIC will host the inaugural TCR SPA 500 on 4-6 October, a 500km event designed to revive the tradition of touring car racing at the circuit first incorporated in 1964, and run exclusively for TCR machines. As CREVENTIC's dramatic 12-hours races have already demonstrated over the past two years, and as the 2019 edition will surely prove also, you won't want to miss the TCR SPA 500.

This weekend though, our focus is on the 2019 European Championship and the possibility of another Scuderia Praha victory after the team's victory last time out at Mugello. You can read a few of our 'Fascinating Facts' from that race on page 22, and check out what went on 'Behind Garage Doors' in Tuscany with radiolemans.com's Joe Bradley on page 25.

Another team on a roll at the moment is Autorama Motorsport, which is now two-for-two in 2019 after wins at Dubai and Mugello. According to team boss Stefan Tanner, the former marked "the most important victory" for the team to-date, and given the effort that went into that result – details of which we go into on page 25 – it's not hard to see why. Another team in the spotlight is reigning GT European Champions CP Racing. If you're curious to know what effort goes into a title-winning campaign, and how motorsport training can legitimately save your life, you can find out with team owner Charles Putman on page 44.

As always, you'll find this weekend's schedule on page 11, an insight into the support series running at Spa on pages 34 and 36, and if you want to get in touch with us through our social media network, you'll find details of that, plus timing for radiolemans.com's always excellent event coverage, on page 4.

Before the green flag drops, we want to thank our sponsors and partners for their continued support, the teams at race control and Circuit de Spa-Francorchamps for their diligence, and, of course, all of our competitors.

Remember, race hard but be safe.  
We want to see you all next month in Brno.

Team **CREVENTIC**





#188 AC Motorsport - Arnaud Quédé

**“We like two things in the motorsport: touring cars and endurance races. Or should I say, #ThisIsEndurance?”**

#thisisendurance

© Petr Fryba

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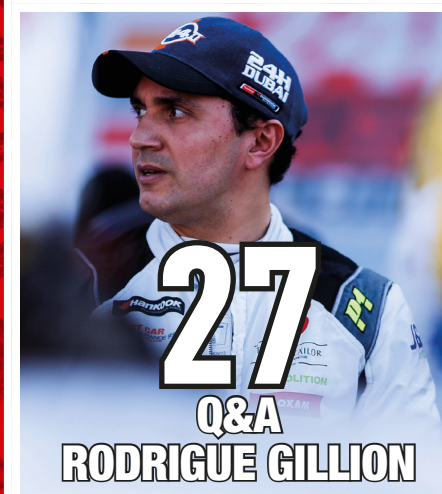
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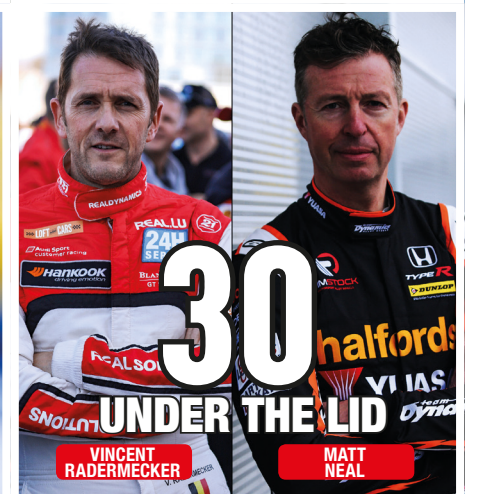
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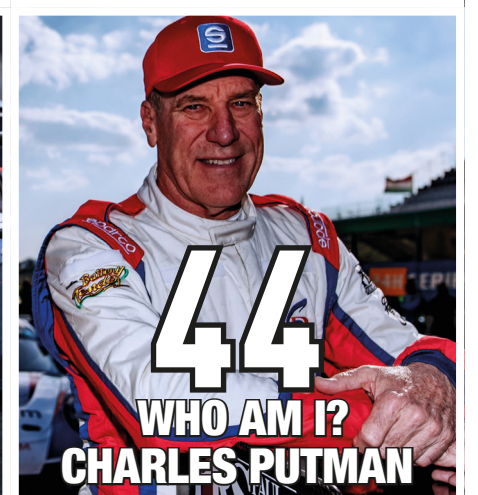
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WHO AM I?  
CHARLES PUTMAN



Can Scuderia Praha continue its Mugello form?  
 Can Autorama Motorsport collect its TCE hat-trick?  
 And can Porsche Lorient Racing secure another double podium in 991?  
 All these questions and more await us in Spa-Francorchamps.

## A6

### Who can stop the prancing horse?

Following its impressive win at Mugello last month, Bohemia Energy racing with Scuderia Praha (#11) heads to another venue at which it secured victory last year, Spa-Francorchamps. Hot on the Ferrari's heels will be Dubai winner Car Collection Motorsport (#88), which also enters its second Audi R8 LMS in the A6-Am class (#34).

Scuderia Praha though will not be the only Ferrari 488 GT3 in action. After its Mugello return, Wochenspiegel Team Monschau (#22) makes its second 24H SERIES outing on the bounce at Spa – a first for the German outfit – while Rinaldi Racing reduces its Mugello line-up from three entries to two (#47 and #48).

Alongside Car Collection Motorsport on Audi duty will be Speed Lover (#14), which ended its first run in the new R8 LMS with gearbox issues in Mugello. On top of that, Attempto Racing (#66) returns to action after finishing 5th at the season opener in Dubai, ditto WRT (#27), which finished 2nd overall as part of its collaboration with Saudi squad, MS7. Last up is fellow Hankook 24H DUBAI alumni, and long-time Audi Sport customer, Phoenix Racing (#28), which hasn't been seen in the 24H SERIES since winning the GT4 class in Dubai in 2018.

Reigning GT European Champion CP Racing (#85) headlines a strong Mercedes-AMG GT3 field in A6 at Spa, alongside fellow American outfit Winward Racing / HTP Motorsport (#25), series stalwarts IDEC SPORT RACING (#17), and former series champions Hofoer-Racing (#10), which took A6-Am victory last time out in Mugello. Last up is Toksport WRT (#15), the FIA European Rally Championship contender making its 24H SERIES debut in Belgium.

Rounding out the A6 entries in Spa-Francorchamps are the dual Porsche 991 GT3 Rs of former Champion of the Continents Herberth Motorsport (#91 and #92), and the Lamborghini Huracán GT3 of GRT Grasser Racing Team (#63). The latter returns to the 24H SERIES fold after taking its second consecutive event pole position in Dubai in January.

## 991 and SPX

### Porsche Lorient on a charge; (SP)X MARCs the spot

Porsche Lorient Racing's European Championship defense got off to a good start in Mugello, with the French team's #91 and #92 Porsche 911-L Cups finishing 1-3 in Tuscany. No doubt the team will hope to improve on that and seal its first 1-2 finish in '991' since last year's Hankook 24H BARCELONA.

Among the key competition will be Teichmann Racing (#903), which finished an impressive 4th in-class on its series debut in Mugello, and MRS GT-Racing (#980), the German team having already collected a 2nd (Dubai) and 5th (Mugello) so far this season. After suffering mechanical problems in Dubai and a collision in Mugello, DUWO Racing (#909) will no doubt be hoping for third time lucky in Belgium.

B2F compétition (#935) returns to the 991 fold for the first time since last year's Hankook 12H IMOLA, as does Modena Motorsport (#916), which steps up to the GT division after two seasons running a SEAT/CUPRA in the 24H TCE SERIES. The category's final entrant – PGmotorsport.NL (#992) – makes its 24H SERIES debut.

MARC Cars will play a key role in SPX, with both series favourite Cor Euser Racing (#717) and local boys, Vr Racing (#709) running the brand new Gen II V8 at Spa. For the former, it will be the first 24H SERIES start in the GT division, and the Dutch team's first without the tenured BMW M3. Fresh from its first SP2-class win in Mugello, RTR Projects (#224) will be hoping to secure the double in Belgium with the KTM X-BOW.

Despite a troubled race, reigning GT European Champions PROsport Performance (#1) secured 2nd in-class in GT4 in Tuscany, and will continue their title defense with the brand new Aston Martin Vantage AMG GT4.

# PREVIEW Hankook 12H SPA

## TCR

### Will Autorama / Wolf be at the head of the pack?

At the head of another strong TCR line-up this weekend, all eyes will be on the Autorama Motorsport by Wolf-Power Racing Volkswagen Golf GTI (#112) heading into Spa-Francorchamps as the Swiss team guns for its seasonal hat-trick and its second consecutive European Championship victory. Don't expect AC Motorsport (#188) to make it easy though. The Belgian team heads to its home race with a TCE runners-up spot already under its belt.

Fellow Audi runners GDL Racing (#157) makes only its second 24H TCE SERIES start with the RS3 LMS, and its first, aptly, since last year's Hankook 12H SPA. Also representing the four rings in TCE in Belgium will be Sorg Rennsport (#151). Although this marks the team's first run in TCR since COTA last year, the German squad already has a GT4-class podium – Dubai – to its name in 2019.

Holmgaard Motorsport (#102) and GSR Motorsport (#105) complete the VAG line-up with a couple of Volkswagen Golf GTIs, the former in resurgent form after a front row start in TCE and 4th place finish in Mugello, the latter back for its second shot at the Hankook 12H SPA. Fellow Lithuanian team IGORIO LANKAI (#132) enters a CUPRA TCR for its 24H SERIES debut.

Red Camel-Jordans.nl (#101) heads to Spa-Francorchamps with bittersweet memories, namely its devastating defeat on the line in 2017 and its TCR-class European Championship win last year. Expect the orange CUPRA TCR to be amongst the action, ditto that of Motorsport Developpement (#136). Despite a tough race in Mugello, Capricorn Racing (#104) returns to 24H TCE SERIES action with the FK7-spec Honda Civic Type-R.

## SP3 and A3

### CWS vs JR in SP3; Can Dan Agro outgun Synchro in A3?

Fun fact, in the opening two races of 2019, both CWS Engineering (#378) and JR Motorsport (#318) have finished 2nd in-class in SP3, Dubai for the former, Mugello for the latter. We're guessing the fight for victory between the British-based Ginetta G55 – the class' reigning European Champion, just FYI – and the BMW E46 M3 will be intense.

Having taken A3-class victory in Tuscany, Dan Agro Racing returns to European Championship action with two Peugeot RCZs (#685 and #686) for the first time this season. In hot pursuit will be the Honda Civic Type-R 'FK8' of 2017 24H TCE SERIES champion, Synchro Motorsport (#676) and easily the most unique sports car in the field, the Mitjet 2L of TCE debutants, VHA Motorsport (#601).

The final four teams set to take part in the Hankook 12H SPA will do so with BMW machinery. Dubai CUP1 winner fun-M Motorsport (#802) will compete with the new M240i Racing Cup, while Winkler Tuning (#666 – uh oh!) returns to the 24H SERIES after a 19-month hiatus with the E46 123D. Intersport Racing (#614) has been gone for even longer, the British squad returning with an M3 for its first start since the 2017 Hankook 24H DUBAI. Finally, BMW Team van der Horst (#602) brings an E90 330i to round-out A3.



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Highlights on track map

# TIME SCHEDULE

● GT Cars ● Touring Cars ● 7 Series ● Clio Cup Central Europe

**WEDNESDAY, 17 APRIL 2019**

20:00 - 22:00 ●●●● Access to Paddock and Pit Boxes

**THURSDAY, 18 APRIL 2019**

09:00 - 09:30 ●●●● Rent a Car Ride  
 09:45 - 10:15 ●●●● Free Practice 1  
 10:25 - 10:55 ●●●● Free Practice 1  
 11:05 - 13:05 ●●●● Optional Private Test 1  
 13:15 - 13:45 ●●●● Free Practice 2  
 13:55 - 14:25 ●●●● Free Practice 2  
 14:35 - 16:35 ●●●● Optional Private Test 2  
 16:45 - 17:15 ●●●● Qualifying  
 17:25 - 17:55 ●●●● Qualifying

**FRIDAY, 19 APRIL 2019**

09:00 - 10:00 ●●●● Free Practice  
 10:15 - 10:45 ●●●● Race 1  
 10:55 - 11:25 ●●●● Qualifying  
 11:30 - 12:00 ●●●● Qualifying  
 12:15 - 12:45 ●●●● Race 1  
 13:00 - 13:30 ●●●● Race 2  
 13:35 ●●●● Start Grid  
 14:05 - 17:55 ●●●● Hankook SPA-FRANCORCHAMPS (Part 1)

**SATURDAY, 20 APRIL 2019**

09:00 - 09:25 ●●●● Race 2  
 09:35 ●●●● Start Grid  
 10:05 - 17:55 ●●●● Hankook SPA-FRANCORCHAMPS (Part 2)  
 00:00 ●●●● Paddock must be cleared





# HOSPITALITY

## OPEN FOR TEAM & VIP

*The open Team & VIP Hospitality of the 24H SERIES is located in the paddock directly behind the pit boxes. It's the central meeting point for all teams and hosts the welcome center as well.*

### PRICING

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- coffee moment by eila

**LUNCH € 27,50**

- hospitality access during lunch
- varied buffet
- non-alcoholic beverages during the food times
- coffee moment by eila

**DINNER € 27,50**

- hospitality access during dinner
- varied buffet
- non-alcoholic beverages during the food times
- coffee moment by eila

**LUNCH & DINNER € 50,00**

- hospitality access during food times
- varied buffet
- non-alcoholic beverages during the food times
- coffee moment by eila

**FULL PACKAGE € 69,00**

- hospitality access full-time
- breakfast
- varied lunch and dinner buffet
- non-alcoholic beverages full-time
- snacks during the day
- coffee moment by eila

**INDIVIDUAL - VIP FULL PACKAGE**

**On request**

- individual VIP special program
- unlimited hospitality access
- varied breakfast buffet
- varied lunch buffet
- snacks during the day
- varied dinner buffet
- grid Walk Pass
- parking ticket

**Delivery to your pit box possible**

**Info & Booking: Bianca Lustig E: [b.lustig@eila.de](mailto:b.lustig@eila.de) T: +49 921 73004510 M: +49 173 5350477**



## 24H EUROPEAN SERIES CHAMPIONSHIP

-  **12H MUGELLO**  
29-30 March 2019  
Mugello Circuit
-  **12H SPA**  
19-20 April 2019  
Spa Francorchamps
-  **12H BRNO**  
23-24-25 May 2019  
Automotodrom Brno
-  **24H PORTIMAO**  
5-6-7 July 2019  
Autodromo do Algarve
-  **24H BARCELONA**  
30-31 Aug. - 1 Sept. 2019  
Circuit de Barcelona-Catalunya

## 24H CHAMPION OF THE CONTINENTS

-  **24H DUBAI**  
10-11-12 January 2019  
Dubai Autodrome
-  **24H PORTIMAO\***  
5-6-7 July 2019  
Autodromo do Algarve
-  **24H BARCELONA\***  
30-31 Aug. - 1 Sept. 2019  
Circuit de Barcelona-Catalunya
-  **24H COTA**  
15-16-17 November 2019  
Circuit of the Americas

\* Best result of European 24H race



**3-6 October 2019**  
500 LAPS @7km, DAY & NIGHT  
SPA FRANCORCHAMPS




# 24H DUBAI 2020

## 9-10-11 JANUARY



# Did you know...? Hankook 12H SPA

...but LMS Racing by Bas Koeten Racing, Sorg Rennsport and JJ Motorsport are the only other teams to take two class podiums at the event

Series stalwart Bas Koeten can be similarly impressed with his record at the Hankook 12H SPA, given that two of his affiliate entries – LMS Racing and NKPP Racing – secured TCR-class victory at the event for two years in succession. Aptly, Kawasaki Racing (another Bas Koeten customer team) and LMS Racing bookended these victories by completing the TCR podium in 2017 and 2018 respectively, the latter result securing Anti Burri last year's TCR-class European Drivers' championship.

Look past the TCR class though and CUP1 has proven a similarly successful stomping ground for JJ Motorsport and Sorg Rennsport at Spa over the last two years. At the 2017 Hankook 12H SPA, JJ Motorsport emerged ahead of its German rival to take the class win, the pair finishing 2nd and 3rd one year later, the order reversed, behind the all-conquering BMW of eventual TCE champions, Hofer Racing powered by Bonk Motorsport.

No GT team has ever won the first two European rounds of a 24H SERIES season

Could lightning strike twice? Following its decisive performance at Mugello to become the event's only two-time winner to-date, could Bohemia Energy racing with Scuderia Praha become the first GT team to win the opening two European rounds of a 24H SERIES season as well?

Strange as it may seem, it's never happened before. Last year, ROFGO Racing's GT win at the Hankook 12H SILVERSTONE was followed by Scuderia Praha's victory in Navarra. One year earlier, the #11 Ferrari took its maiden win at Mugello but gave best to Herberth Motorsport at the Red Bull Ring one round later. In 2016, it was V8 Racing and (Precote) Herberth Motorsport took the top step in Mugello and Zandvoort respectively, and in 2015, the Renauer twins secured the GT garlands in Tuscany while Hofer-Racing claimed victory at Zandvoort.

Shall we go on, or will you just take our word for it...?

Red Camel-Jordans.nl is the only team to finish both 24H TCE SERIES races at Spa on the overall podium...

If their previous record at Spa-Francorchamps is anything to go by, we can expect a strong showing from father-son duo Ivo and Rik Breukers at this year's Hankook 12H SPA, given that Red Camel-Jordans.nl is the only team to have finished both iterations of the race on the overall TCE podium.

Brutally, the very-orange SEAT Leon actually crossed the line in front of LMS Racing in 2017, but a 30-second post-race penalty ultimately dropped the team behind eventual winners LMS Racing by Bas Koeten Racing in the final results.

Red Camel-Jordans.nl would have to wait another two rounds before finally putting a near-two year win-less streak to bed at Silverstone in 2018. A strong campaign saw the team walk away with that year's TCR-class European Championship, sealed, fittingly, with another 2nd place finish at Spa.

For two years in a row, CWS Engineering was involved in the closest finish in TCE at Spa

Even after 12 full hours of racing, an overall win can easily come down to the final few minutes in the 24H SERIES. CWS Engineering demonstrated this admirably at last year's Hankook 12H SPA with a storming recovery drive, the Glastonbury-based team only snatching the outright TCE win in the final hour and by just 20.181s over NKPP Racing by Bas Koeten Racing.

Amazingly, this was the second year in a row at the event that the closest TCE finish featured CWS Engineering. One year earlier, just 13.619s separated Colin White's eponymously-entered Ginetta G55 in 5th place in SP3 from the Munchhof Racing BMW M4 in 4th place.

Can the reigning S3 European Champions go three-for-three in 2019?

Could Porsche or Lamborghini become the fourth consecutive brand to win a 24H GT SERIES race?

Should either the Herberth Motorsport Porsche 911 GT3 R or the GRT Grasser Racing Team Lamborghini Huracán GT3 take outright victory at Spa – and we really hope we haven't hexed either team with that statement! – the result would arguably prove even more significant than the points haul that comes with it. In doing so, Porsche/Lamborghini would be the fourth different manufacturer on the bounce to claim the top prize in the 24H GT SERIES, after Mercedes-AMG (Black Falcon, COTA '18), Audi (Car Collection Motorsport, Dubai '19) and Ferrari (Scuderia Praha, Mugello '19).

That, by the way, would be just one shy of a series record, set in 2015-2016 by Mercedes-AMG (HP Racing, Barcelona '15), Ferrari (Scuderia Praha, Brno '15), Audi (Belgian Audi Club Team WRT, Dubai '16), Renault (V8 Racing, Mugello '16) and Porsche (Precote Herberth Motorsport, Zandvoort '16).





**IDEC SPORT RACING**



Mercedes-AMG GT3  
8 Cylinders - 6200cc **A6-PRO**  
Patrice Lafargue FRA  
Paul Lafargue FRA  
Dimitri Enjalbert FRA

**WRT**



Audi R8 LMS (2019)  
10 Cylinders - 5200cc **A6-PRO**  
Stanislav Minsky RUS  
Steijn Schothorst NED  
Marco Seefried GER

**GRT Grasser Racing Team**



Lamborghini Huracán GT3 (2018)  
10 Cylinders - 5200cc **A6-PRO**  
Mirko Bortolotti ITA  
Christian Engelhart GER  
Rolf Ineichen SUI

**Herberth Motorsport**



Porsche 911 GT3 R (991 II)  
6 Cylinders - 4000cc **A6-PRO**  
Daniel Allemann SUI  
Ralf Bohn GER  
Robert Renauer GER  
Alfred Renauer GER

**Herberth Motorsport**



Porsche 911 GT3 R (991 II)  
6 Cylinders - 4000cc **A6-PRO**  
Edward Lewis Brauner GER  
Alfred Renauer GER

**Hofor-Racing**



Mercedes-AMG GT3  
8 Cylinders - 6200cc **A6-AM**  
Michael Kroll SUI  
Alexander Prinz GER  
Kenneth Heyer GER  
Christiaan Frankenhout NED

**Wochenspiegel Team Monschau**



Ferrari 488 GT3  
8 Cylinders - 3900cc **A6-AM**  
Georg Weiss GER  
Leonard Weiss GER  
Nico Menzel GER  
Hendrik Still GER

**Winward Racing / HTP Motorsport**



Mercedes-AMG GT3  
8 Cylinders - 6200cc **A6-AM**  
Russell Ward USA  
Bryce Ward USA  
Philip Ellis ENG

**Car Collection Motorsport**



Audi R8 LMS (2019)  
10 Cylinders - 5200cc **A6-AM**  
Johannes Dr. Kirchhoff GER  
Max Edelhoff GER

**PHOENIX RACING**



Audi R8 LMS (2019)  
10 Cylinders - 5200cc **A6-PRO**  
Frank Stippler GER  
Vincent Kolb GER  
Kim-Luis Schramm GER  
Ivan Pareras ESP

**Bohemia Energy racing with Scuderia Praha**



Ferrari 488 GT3  
8 Cylinders - 3900cc **A6-PRO**  
Jiří Písařík CZE  
Josef Kral CZE  
Matteo Malucelli ITA

**Toksport WRT**



Mercedes-AMG GT3  
8 Cylinders - 6200cc **A6-PRO**  
Luca Stolz GER  
Hendrik Still GER  
Joachim Bölting GER

**CP Racing**



Mercedes-AMG GT3  
8 Cylinders - 6200cc **A6-AM**  
Charles Putman USA  
Charles Espenlaub USA  
Joe Foster USA

**Rinaldi Racing**



Ferrari 488 GT3  
8 Cylinders - 3900cc **A6**


**Rinaldi Racing**




Ferrari 488 GT3  
8 Cylinders - 3900cc **A6**



**Attempto Racing**

**66** 



Audi R8 LMS (2019)  
10 Cylinders - 5200cc

A6

**Car Collection Motorsport**


**88** 




Audi R8 LMS (2019)  
10 Cylinders - 5200cc

A6

**JR Motorsport**


**202** 




BMW M3 F80  
6 Cylinders - 3000cc


SPX

**MRS GT-Racing**

**980** 



Porsche 991-II Cup  
6 Cylinders - 4000cc

991  
Helmut Rödiger  AUT

**PGmotorsport.NL**

**992** 




Porsche 991-I Cup  
6 Cylinders - 3800cc

991  
Thijs Heezen  NED  
Jos Menten  NED

**RTR Projects**


**224** 




KTM X-BOW  
4 Cylinders - 2000cc





SP2

**Vr Racing by Qvick Motors**


**709** 




MARC II V8  
8 Cylinders - 5200cc



SPX  
Dirk van Rompuy  BEL  
Tom van Rompuy  BEL  
Erik Qvick  BEL  
John Rasse  BEL

**Cor Euser Racing**

**717** 



MARC II V8  
8 Cylinders - 5200cc

SPX  
Einar Thorsen  NOR  
Cor Euser  NED

**Teichmann Racing**


**903** 




Porsche 991-I Cup  
6 Cylinders - 3800cc



991  
Scott Marshall  ENG  
Hans Holmlund  SWE  
Tommy Gråberg  SWE

**PROsport Performance**

**1** 



Aston Martin Vantage AMR GT4  
8 Cylinders - 4000cc

GT4  
Rodrigue Gillion  BEL  
Nico Verdonck  BEL

**Red Camel-Jordans.nl**

**101** 



Cupra TCR DSG  
4 Cylinders - 2000cc

TCR  
Ivo Breukers  NED  
Rik Breukers  NED

**Holmgaard Motorsport**

**102** 



Volkswagen Golf GTi TCR DSG  
4 Cylinders - 2000cc

TCR  
Jonas Holmgaard  DEN  
Magnus Holmgaard  DEN  
Roy Edland  NOR

**DUWO Racing**


**909** 




Porsche 991-II Cup  
6 Cylinders - 4000cc





991  
Andrey Mukovoz  RUS  
Sergey Peregodov  RUS  
Stanislav Sidoruk  RUS

**Porsche Lorient Racing**


**911** 




Porsche 991-II Cup  
6 Cylinders - 4000cc




991  
Jean-François Demorge  FRA  
Gilles Blasco  FRA  
Mathieu Pontais  FRA  
Frédéric Ancel  FRA

**Porsche Lorient Racing**


**912** 




Porsche 991-II Cup  
6 Cylinders - 4000cc



991  
Philippe Polette  FRA  
Frederic Lelievre  FRA  
Lionel Amrouche  FRA

**Capricorn Racing**


**104** 




Honda Civic FK2 TCR SEQ  
4 Cylinders - 2000cc






TCR  
Claudio Truffer  SUI  
Patrik Meier  SUI

**GSR Motorsport**


**105** 




Volkswagen Golf GTi TCR SEQ  
4 Cylinders - 2000cc




TCR  
Ernesta Globytė  LTU  
Rolandas Salys  LTU  
Rimvydas Savickas  LTU  
Rokas Kvedaras  LTU  
Vytenis Gulbinas  LTU

**Autorama Motorsport by Wolf-Power Racing**

**112** 



Volkswagen Golf GTi TCR DSG  
4 Cylinders - 2000cc


TCR  
Kristian Jepsen  DEN  
Jan Sorensen  DEN  
Fabian Danz  SUI

**Modena Motorsports**


**916** 




Porsche 991-II Cup  
6 Cylinders - 4000cc



991  
John Shen  CAN  
Francis Tjia  NED  
Philippe Descombes  FRA  
Benny Simonsen  DEN

**B2F compétition**


**935** 




Porsche 991-I Cup  
6 Cylinders - 3800cc


991  
Benoit Fretin  FRA  
Bruno Fretin  FRA

**Speed Lover**

**978** 



Porsche 991-II Cup  
6 Cylinders - 4000cc

991  
Dominique Bastien  USA

**IGORIO LANKAI**


**132** 



Cupra TCR DSG  
4 Cylinders - 2000cc

TCR  
Igoris Ivanovas  LTU  
Sigitas Ambrasevicius  LTU  
Arūnas Gečiauskas  LTU  
Dainius Kablys  LTU

**Motorsport developpement**


**136** 

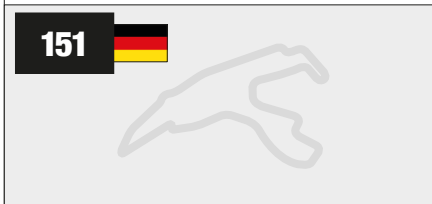


Cupra TCR DSG  
4 Cylinders - 2000cc




TCR

**Sorg Rennsport**

**151** 



Audi RS3 LMS DSG  
4 Cylinders - 2000cc

TCR  
Siegfried Kuzdas  AUT  
Christoph Hewer  GER  
Zach Arnold  USA



**GDL Racing**



**157**

Audi RS3 LMS DSG  
4 Cylinders - 2000cc

Andres Josephsohn  
Dimitris Deverikos  
Gianluca De Lorenzi

TCR

ARG  
GRE  
ITA

**AC Motorsport**



**188**

Audi RS3 LMS DSG  
4 Cylinders - 2000cc

Stephane Perrin  
Vincent Radermecker  
James Kaye

TCR

FRA  
BEL  
ENG

**JR Motorsport**



**318**

BMW E46 Coupe  
6 Cylinders - 3200cc

SP3

**CWS Engineering**



**378**

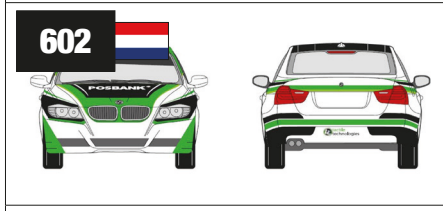
Ginetta G55  
6 Cylinders - 3700cc

Colin White

SP3

ENG

**BMW Team van der Horst**



**602**

BMW E90 330i  
6 Cylinders - 3000cc

Mauro Mercuri  
Bjorn Vinken  
Alex Cascatau  
Steven Dewulf

A3

ITA  
BEL  
ROU  
BEL

**Intersport Racing**



**614**

BMW M3  
6 Cylinders - 3200cc

Peter Hardman  
Stuart Wright  
Kevin Clarke

A3

ENG  
ENG  
ENG

**Winkler Tuning**



**666**

BMW E46 123D  
4 Cylinders - 2000cc

Michael Winkler  
Markus Mair

A3

AUT  
AUT

**Synchro Motorsport**



**676**

Honda FK8-Civic Type-R  
4 Cylinders - 2000cc

Alyn James  
Daniel Wheeler  
Matt Neal

A3

WAL  
ENG  
ENG

**Dan Agro Racing**



**685**

Peugeot RCZ  
4 Cylinders - 1600cc

Nicolaj Kandborg  
Lars Seistrup  
Mikkel Gregersen  
Steffan Jusjong

A3

DEN  
DEN  
DEN  
DEN

**Dan Agro Racing**



**686**

Peugeot RCZ  
4 Cylinders - 1600cc

Sune Marcussen  
Anders Rasmussen

A3

DEN  
DEN

**fun-M Motorsport**



**802**

BMW M240i Racing Cup  
6 Cylinders - 3000cc

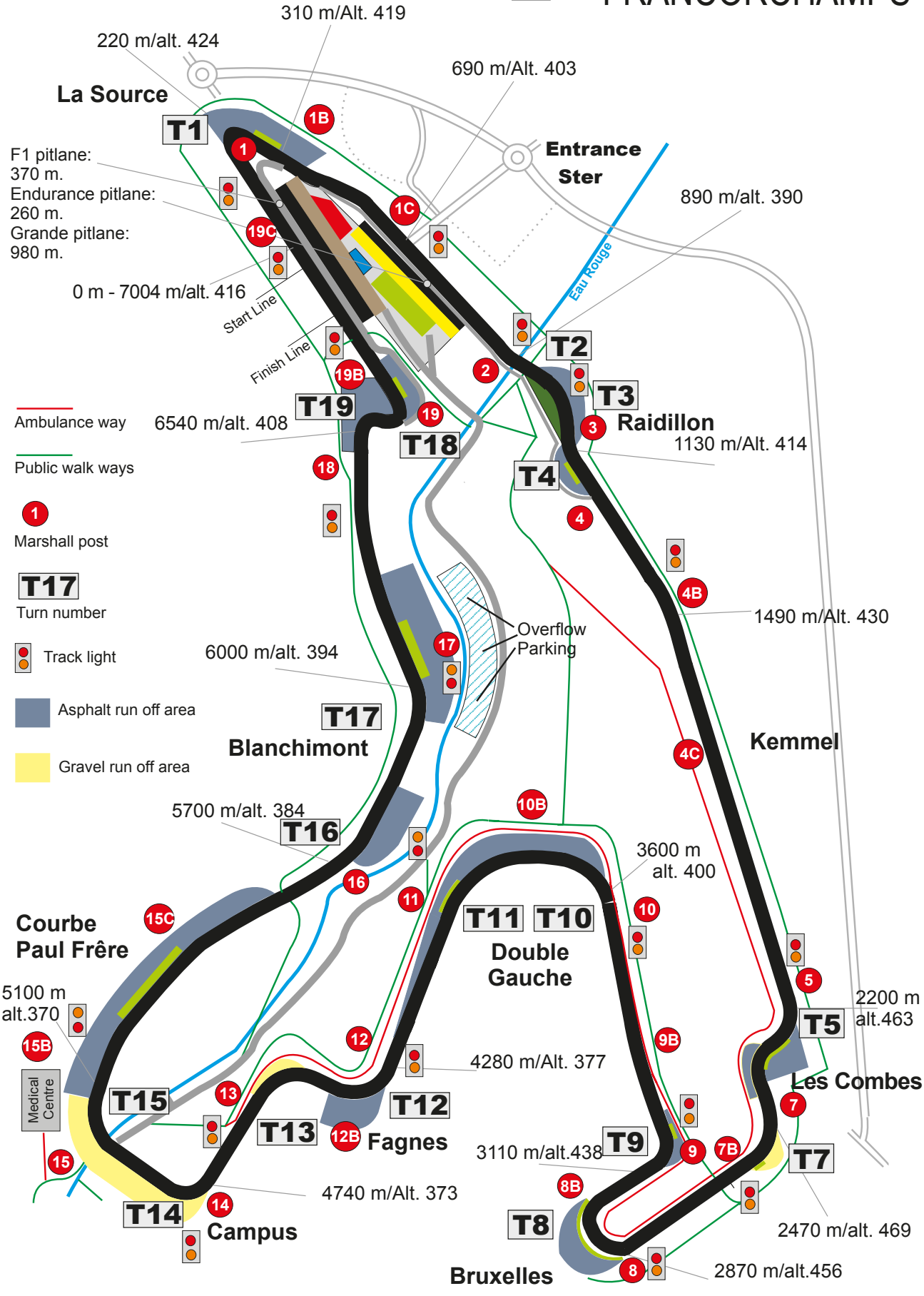
Simon Klemund

A3

GER



**TRACK MAP**  **CIRCUIT DE SPA FRANCORCHAMPS**





5

# fascinating facts from the Hankook 12H MUGELLO

Bohemia Energy racing with Scuderia Praha claimed the opening round of the 2019 European Championship in commanding fashion, while Dubai TCE winner Autorama Motorsport by Wolf-Power Racing claimed its second top step on the bounce in Mugello. But did you know...?



## 1 2019 marked Ferrari's best result at the Hankook 12H MUGELLO.

No, we're not just talking about the outright race win either: all three times a Ferrari has finished on the podium in Mugello, it's been for the win.

Across the years, the sheer variety of manufacturers in the overall top 10 at Mugello has proven impressive, with 2015 being the only time less than five different brands have done so (this feat was repeated in 2019). Before this year, Ferraris had only finished three times in the Top 10, Scuderia Praha, Wochenspiegel Team Monschau and Rinaldi Racing doubling that figure in this year's race alone. That draws Ferrari in-line with fellow Italian stallion Lamborghini with six in total at the event.

Mind you, both have quite a way to go to catch up with Mercedes' impressive haul from Mugello. Bizarrely, Affalterbach has yet to score a win at Mugello, but has amassed an impressive five outright podium finishes at the event since 2014 – two more than Ferrari, Lamborghini and Porsche – and an incredible 15 overall Top 10 finishes, three more than old sparring partners Porsche. Don't be too surprised if Mercedes' breaks its Mugello duck in 2020.

## 2 Porsche Lorient Racing's best-ever points haul from Mugello.

Porsche Lorient Racing's track record in the 24H SERIES is a good one: debuting in 2015, the French squad is the reigning 991-class European Champion, has taken a class win every season it has competed in the

24H SERIES, and has collected six in total to-date. Added to that, the last 10 24H SERIES in which a Porsche Lorient Cup car has been entered has ended with a podium finish.

Strangely though, the French squad hasn't enjoyed the best of luck in Mugello over the years. Going into 2019, the team had collected just one podium finish (2nd in 2015) from four attempts, and even recorded a double non-finish at its last attempt in 2017.

This year though, Porsche Lorient Racing leapt to the top of the 991-class European Championship standings with a double podium finish (1st for the #912 911-II Cup, 3rd for the sister #911). That matches the double podium finish the team took in last year's European Championship season opener – 2nd and 3rd at the Hankook 12H SILVERSTONE – and is the team's best result since finishing 1st and 2nd at last year's Hankook 24H BARCELONA.

## 3 RTR Projects takes its first class win since...Mugello?

The return to victory lane has been a long-time coming for RTR Projects, the 24H SERIES' other celebrated team from the Czech Republic. Indeed, you have to go all the way back to 2014 – and that year's Hankook 12H MUGELLO, by a strange coincidence – to find the last time RTR Projects took a class win in the 24H SERIES, the team's then-BMW M3 E46 finishing atop the now defunct A5-class. Interestingly, in the two rounds after the team's maiden series victory, the BMW collected another two more podiums, so its rivals may want to pay close attention at Spa and Brno...

That's not to say though that RTR's KTM X-BOW hasn't come close to breaking its 24H SERIES duck in the interim. At the Red Bull Ring in 2017, the sole RTR KTM collected the team's best finish in three years by taking 2nd-place to Besaplast Racing in the SP3 class. Few could forget the TCE-only Hankook 12H SPA-FRANCORCHAMPS that followed just six months later though, an event RTR Projects looked set to dominate – the team led all but 23 laps of the 'first half' of the race – only for electrical problems to brutally strike both sports cars down on the restart grid.

## 4 First time Volkswagen has taken back-to-back TCR wins in the 24H TCE SERIES

Fair to say that, in the early days of the 24H TCE SERIES, Volkswagen didn't get much of a look-in against the all-conquering SEATs: of the first nine official TCE races in the 24H SERIES from 2016 to 2017, the SEAT Leon won the TCR class eight times.

However, the tide may well be turning in Volkswagen's favour, following Autorama Motorsport by Wolf-Power Racing's second TCE win on the bounce at Mugello with the Golf GTI. The result marks the first back-to-back TCR wins in the 24H TCE SERIES for not only the Swiss team but Volkswagen as well. Even more incredibly, if you thumb through the history books, Dubai and Mugello are the only races that Volkswagen has EVER taken back-to-back class wins, in any category, in the 24H SERIES.

The closest the brand had ever come to this accomplishment hitherto was in 2014, also at Dubai and Mugello, rather bizarrely. English squad

KPM Racing finished 2nd in the D1-class at the season-opening Hankook 24H DUBAI with its Volkswagen Golf, and went on to win the same class in Tsucany one round later. Somewhat cruelly, KPM Racing actually repeated this feat later in the year by finishing 2nd in the D1 category at Barcelona before ending the season on top with a win in Hungary.

## 5 First class win for Peugeot since 2017

As well as celebrating its first class win in the 24H SERIES, Dan Agro Racing brought another win-less streak to a close when the Danish-run Peugeot RCZ took the chequered flag in Mugello. Not only was it the first win for a Peugeot in the A3-class since 2017, it marked the first time since that season that 'The Lion' has taken a class win of any kind in the 24H SERIES.

Fittingly, both wins were taken by the same name – Team Altran Peugeot – albeit with two different cars. At the 2017 Hankook 24H DUBAI in January, the French team's 208 GTI made its final series start, and completed said swansong with a 1-2 finish in the A3-class. 11 months later at the inaugural Hankook 24H COTA USA, Team Altran Peugeot, now running a 3008 Racing Cup in the TCR class, cemented the 24H GT SERIES TCR-class championship with another 1-2 finish. Little did any of us know, however, that it would be another year and a half before Peugeot headed its category once again.

→ Check out [24series.com/news](https://24series.com/news) for our full '10 Fascinating Facts' list



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# Behind Garage Doors

with Joe Bradley

## Ahhh Springtime in Mugello where else would you rather be!

Walk into the Mugello pit lane and look to your right and you will think you have walked onto the set of a computer game, where the backdrop has been CGI'd, and the computer is set on 'High Detail'. Rolling Tuscan hills provide a majestic setting for a motor race, and the 12 Hours of Mugello matched the scenery by developing into quite a majestic motor race.

The race was won arguably by tactics with a pinch of luck. The Scuderia Praha Ferrari team are no strangers to the vagaries of the 'Code 60' regulations and it was this experience and knowledge I believe that won them the race. The pinch of luck I mentioned was being in the final sector of the circuit at the time the 'Code 60' flags flew.

There is a saying that has been around for years  
(I'm not sure who actually said it first).

*"Endurance races are won on the pit wall"*

It's quite a responsibility making that call  
of when is it best for your car to make that pit stop.

In some series the 'Full Course Caution' or 'Safety Car' periods in my view are simpler to handle than the 24H Series 'code 60' regulations. Under a full course caution you pit every time and stretch that fuel window throughout the race. However 'Code 60' is a different game completely. 50% fuel allocation is the game changer. Pitting is not necessarily the thing to do every time that purple flag flies. There are numerous considerations to be made, and let's just add in the complexity of drivers only being allowed a maximum of 2 hour stints!! All these reasons are why I hold a microphone in the pit lane and not a slide rule and laptop.



It was great to see Barwell Motorsport make an appearance as a precursor to its British GT Championship campaign. They almost had their Lamborghini on the top step of the podium. Team principal Mark Lemmer, himself no stranger to the 24H Series, also as driver, by his own admission admitted their lack of experience, and a pinch of bad luck, in the 'Code 60' phases cost them a more competitive run. My answer to this is we would all love to see the Barwell Lamborghini as a regular runner in our series gathering that needed experience. That pinch of bad luck I mentioned, not being in the final sector when the purple flags flew.

Just under 27 seconds was the gap after twelve hours of racing between 1st and 2nd in the TCE race. It was the second consecutive win for the Autorama Motorsport by Wolf Power Racing VW Golf after a fabulous win in convincing fashion in Dubai. However, the 12 Hours of Mugello was very different. Early pace setter was the Monlau Competition Cupra with a full line up of drivers from Thailand giving the series a truly international flavour. Starting from the pole the Monlau Cupra led into the break after three hours of racing on Friday. Saturday proved that it is not all about having the fastest car in long distance motor racing. The Autorama Golf inheriting the lead after a big accident completely destroyed the Cupra. The Golf was being chased all the way to the flag by the Audi RS3 of AC Motorsports.

The Monlau Competition team are made up of students from the Monlau Repsol Technical School in Barcelona. I have personal experience of teaching motorsports engineering students and one of the exercises I was very fond of offering my students was how to get a very broken race car back on the truck to take it home. I used a wooden pallet piled with sandbags to emulate a wheel less race car on its belly so to speak. The exercise would be to get the pallet of sandbags onto the truck using whatever was at their disposal. I have to say that the Monlau team have this covered and showed great expertise in removing their sorry looking Cupra from a flatbed recovery truck into their garage. All part of being a race team!

From the rolling hills of Tuscany the series moves onto the rolling undulations of Spa Franchorchamps. I look forward to peeking behind the garage doors there.



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## Q&A Rodrigue Gillion PROsport Performance

**Age? You can lie about that if you want...**

"36."

**Where and when was your first ever car race, and how old were you?**

"I had two races at Dijon in the BGDC Championship [The Belgian Gentlemen Drivers' Club] when I was 30 years old."

**What is the best moment of your racing career so far?**

"Difficult question because I have already had quite a lot! But probably my best moment was when I received the 'Rookie of the Year' award in my first year of racing 2013, thanks to my Belgian Champion title in a Honda Civic 1600."

**Which is your favourite circuit and why?**

"My favourite circuit is Austin. It's very fast and very technical. I enjoy it a lot."

**Describe the strangest thing that's ever happened to you at a motor race ...**

"The terrifying spin I had last year at the 12H IMOLA in the Porsche Cup."

**Describe your helmet design to us, and what it signifies...**

"My helmet represents my two 'home' countries: Brazil, where I was born, and Belgium, where I was adopted when I was 5."

**What is your greatest strength?**

"I'd say consistency and reliability. These are both so important for endurance racing."

**If Hollywood made a movie about you, who would play you and why?**

"I'm not sure if Hollywood would make a film about me. But if there was another one about Ayrton Senna, I'd love the chance to play that! I've been fan of him since he started racing."

**What would you like to achieve before retiring?**

"I'd love to compete one day at the Spa 24 Hours, and the 24 Hours of Le Mans."

**Tell us a random fact about yourself that your fans might not know...**

"I like dancing! I also enjoy quality time with my friends, but that last one is probably not so random."

**Finally, what do you enjoy most about competing in the 24H SERIES?**

"The level of competition is just great, and we get the opportunity to race everywhere in the world."

**Rodrigue Gillion on...his PROsport Performance teammate, and fellow Belgian, Nico Verdonck.**

Nico has mentioned in the past that Spa is one of his favourite circuits. Do you think this bodes well for a good result for the pair of you at the 12H SPA?

"I hope so! I have worked with Nico Verdonck since 2018 at the 12H SPA, and he is both my coach and teammate. That has given us the chance to better prepare for this race, so we should be in a better position to get a strong result at our home race."

You had your first race as teammate to Nico last year at Spa12h. How well do you feel you worked together, and is there still room for improvement?

"Absolutely! Although I've only worked with Nico for seven months, I can definitely see and feel the progress we've made, both in the car and outside, in terms of how to prepare myself in best possible way before and after testing, and during the races. This has given me a lot more confidence, and gives me a lot more pleasure to enjoy my passion for racing."

How important will Nico's experience as an established GT driver and driver coach be as you transition from racing M235 & Porsche 991 GT3 Cup cars to the Aston Martin Vantage GT4?

"In addition to being a fantastic driver who dispenses very good advice, he's an excellent coach bringing me a great deal of structure, both on and off the track, so I feel so much more comfortable in the [Aston Martin Vantage] AMR GT4 now."

"Nico continues to advise me on the choice of championships, cars and teams, and together, we've set up a plan to help me perfect my skills. As I was a latecomer to motorsport, it's the best way for me to make headway as quickly as possible and achieve my next goals in the sport together with Nico."



## Under the lid

# Vincent Radermecker

Across an illustrious career, Vincent Radermecker was crowned Belgian Touring Car Champion in 2005, took the ADAC Procar Championship in Germany a year later, has wins to his name in British Formula Ford, the Formula Opel Euroseries and British Formula 3, and even made sporadic race starts with former World Touring Car Champions, RML. Plus, the Belgian is pretty handy with a Jaguar saloon car around the Nürburgring...

### Name?

"Vincent Radermecker"

### Age? You can lie about that if you want...

"It's okay! I'm 51."

### Where and when was your first ever car race, and how old were you?

"I think it was at Zandvoort, for a Formula Ford in 1990. I would have been between 22 and 23."

### What is the best moment of your racing career so far?

"Oh I've had many in 30 years! I have very fond memories of my two years in the British Touring Car Championship [in 1999 and 2000], and the French Super Touring Championship in 2002. Many good experiences. I also have really nice memories of the Dutch team Van Amersfoort Racing\*. So, I can't tell them all, but, yeah, there's been quite a few!"

\*Vincent competed with the team in the Formula Opel Euro Series in 1993

### Which is your favourite circuit and why?

"Nordschelle. Of course!"

### Describe the strangest thing that's ever happened to you at a motor race ...

"It's difficult to remember just one! I'm not sure it's strange, but there have been some big crashes over the years, and these are caused by driving mistakes or sometimes mechanical problems. And that's the worst, when it's mechanical problems, because you are a passenger in the car and you are just waiting for the big hit."

### Describe your helmet design to us, and what it signifies...

"Wow! I'm not one of those guys who stays with the same colour and style, so I've changed it quite a lot. And that's okay because it shows that life has changed a lot in 30 years. I'm not the same person I was when I was 18 years old."

"At the moment, I really like black and orange together, and white, so I for the last 10 years, the design has included those colours. I also have something on the side of the helmet that I want to keep. It's a white...it's not an arrow but I can't really describe it. But when I give my helmet to the painters, I ask them to keep that, because at night, when you take a picture, it reflects in the car."

### What is your greatest strength?

"Again, it's not one particular thing. You have to be fast across one lap for a qualifying session, but you need to be consistent in the race. I actually think consistency in the race is more important, and that's something I've learnt with experience. I never drive trying to gain time. I always drive trying not to lose time. I've learnt over the years that, if you push too hard, you can lose more time than just driving cautiously, especially in Dubai which is very difficult with the traffic."

### If Hollywood made a movie about you, who would play you and why?

"Well my mother language is French, so...I quite like Jean Dujardin and Omar Sy. I like movies, but I'm not a big, big fan. I'm more into music."

### What would you like to achieve before retiring?

"Nothing special. I'm just enjoying my driving, and with the years passing, I don't like everything around motorsport – I get a bit bored with registration, scrutineering, checking the driver's suits and the helmets every time – but when I'm in the car, I really enjoy it. If one day I don't enjoy driving anymore, I will stop."

### Tell us a random fact about yourself that your fans might not know...

"[Pause]...When I was growing up I always wanted to be a professional driver, and I was really dreaming about Formula 1. But afterwards...things changed, and to live my passion became my main target. But I can't live just on motorsport anymore. It's not possible. So now I have another job testing cars for manufacturers. In fact, in 2017 I set a lap record at the Nordschleife with Jaguar\*. Some people might not know that."

\*In November 2017, Vincent smashed the lap record for production saloon cars around the Nürburgring by 11 seconds. He also set a new lap record around the 'forgotten' 8km Circuit de Charade in Clermont Ferrand with a Jaguar XE 300 Sport last September.

### Finally, what do you enjoy most about competing in the 24H SERIES?

"I would say Dubai. It's good to cut the winter into two pieces, but it also feels very special competing there. It's crazy, because this year was my 10th race in Dubai, but I've also done the 24 Hours of Spa 10 times as well, which is just 30 minutes from my home. It's quite funny to think that I might end up doing more 24-hour races in Dubai, which is 5,000km away!"

**"When I was growing up I always wanted to be a professional driver, and I was really dreaming about Formula 1"**



# Under the lid Matt Neal

British Touring Car Championship legend Matt Neal is a three-time series champion, has taken 61 race wins since 1991, and is the most tenured BTCC drivers of all time. Turns out his myriad fans have asked him to sign some very strange things over the years too.

**Name?**

"Matt Neal"

**Age? You can lie about that if you want...**

"51"

**Where and when was your first ever car race, and how old were you?**

"I didn't go the karting route, and my first car race was at Shetterson in Norfolk, in the UK. I think I was...20, 21 years old. It was quite a long time ago!"

**What is the best moment of your racing career so far?**

"I have three British titles, but I think probably my two best moments are, one, winning my first ever BTCC race, because there was a nice cheque that came with that! And two was a race I actually didn't win. It was the second time at the Bathurst 1000 and we finished 2nd. The reason that's special for me is because we over-achieved that weekend, and to that point, it was the [event's] closest ever finish. Just over two seconds after seven hours." Matt and teammate Steven Richards just lost out to Jim Richards and reigning BTCC champion, Rickard Rydell.

**Which is your favourite circuit and why?**

"In the UK, probably Brands Hatch on both layouts – Indy and Grand Prix – because it's unspoilt, and the Indy circuit in particular because it's a great stadium atmosphere. Worldwide, probably either Nordschleife or Bathurst. You ask pretty much any driver, we like good run off areas, but we also like circuits that are a little bit scary. It's the adrenaline rush, and if you do well at [the Nordschleife], then it's a good achievement."

**Describe the strangest thing**

**that's ever happened to you at a motor race ...**

"I've been asked to sign some pretty strange things! Front body parts – there's been quite a lot of them – and things coming through the post have been pretty crazy. I got asked to sign a guy's driving licence once. We used to have paper licences at that time in the UK, and if you got 12 points, you lost it. This guy turned up with 48 points! I asked him, 'how are you not in jail?' And it's a legal document, so I couldn't sign it, but he was like, 'no go on, do it!' That was quite strange."

**Describe your helmet design to us, and what it signifies...**

"On my new helmet, I've got my three championship winning cars on it." One apiece for 2005, 2006 and 2011. "All Hondas. They're very special memories through my career. I'm very superstitious, and I hope they bring me a bit more luck going forward."

**What is your greatest strength?**

"I'm a team player, and probably my experience and race craft. In British touring cars, the racing is pretty rough. It's about survival and getting out the other side. It gets pretty busy in [the 24H SERIES] as well, but hopefully not as rough!"

**If Hollywood made a movie about you, who would play you and why?**

"Probably Will Ferrell, because he's funny and he doesn't mind making fun of himself as well as everyone else. That's probably me."

**What would you like to achieve before retiring?**

"It would be nice to get one more British title with Honda. That would be pretty special and I think that would sign me off well. Then I could come do some more racing in the 24H SERIES!"

**Tell us a random fact about yourself that your fans might not know...**

"I have two boys" – twins William and Henry – "that have already started racing. Is that a random fact? I've also started racing on two wheels. In fact my first ever bike was a Honda CL 250, so I started with Honda, and I'm still with them."

**Finally, what do you enjoy most about competing in the 24H SERIES?**

"The challenge. I enjoy competing with the Synchro guys. We've got a good synergy with them and we work well with them, with their race side, with our race side, with the guys at the factory, etc. It's lovely to come and spend time with them because they're a great bunch of guys, so if we can get a good result along the way, it's even better."



» Matt Neal in the #76 Synchro Motorsport Honda during the Hankook 12H SPA 2018



**"I've been asked to sign some pretty strange things!"**



# 24H SERIES EUROPEAN CHAMPIONSHIP

# STANDINGS

## GT-CARS

## TOURING CARS

### Teams Overall

1	Hofoer-Racing (10)	20
2	Bohemia Energy racing with Scuderia Praha (11)	19
	Porsche Lorient Racing (912)	19
	Car Collection Motorsport (34)	19
3	Hofoer Racing by Bonk Motorsport (50)	18
	RTR Projects (224)	18
4	CP Racing (85)	17
	Raceunion (987)	17
	Barwell Motorsport (77)	17
5	Herberth Motorsport (91)	16
	Rinaldi Racing (48)	16
	Porsche Lorient Racing (911)	16
6	PROsport Performance (1)	15
	JR Motorsport (202)	15
	Rinaldi Racing (47)	15
7	Teichmann Racing (903)	14
	Car Collection Motorsport (88)	14
8	Rinaldi Racing (69)	13
9	Herberth Motorsport (93)	12
	Wochenspiegel Team Monschau (22)	12
	MRS GT-Racing (980)	12
10	MRS GT-Racing (426)	11
	JR Motorsport (203)	11

### Drivers Overall

1	Kenneth Heyer	20
	Michael Kroll	20
	Alexander Prinz	20
	Christiaan Frankenhout	20
2	Matteo Malucelli	19
	Jean-Philippe Belloc	19
	Philippe Polette	19
	Pascal Gibon	19
	Elmar Grimm	19
	Jiří Písařík	19
	Max Edelhoff	19
	Johannes Dr. Kirchhoff	19
	Frédéric Lelievre	19
	Josef Král	19
	Ingo Vogler	19
3	Thomas Jäger	18
	Tomas Miniberger	18
	Martin Kroll	18
	Michael Fischer	18
	Erik Janis	18
	Michael Schrey	18
	Karel Bednar	18
	Sergej Pavlovic	18

### Drivers Class 991

1	Jean-Philippe Belloc	19
	Pascal Gibon	19
	Frédéric Lelievre	19
	Philippe Polette	19
2	Andreas Gùlden	17
	Alex Autumn	17
	Felipe Fernández Laser	17
3	Gilles Blasco	16
	Lionel Amrouche	16
	Frédéric Ancel	16
	Jean-François Demorge	16

### Drivers Class SP2

1	Erik Janis	18
	Sergej Pavlovic	18
	Karel Bednar	18
	Tomas Miniberger	18
2	Ruud Olij	15
	Ted van Vliet	15
3	Max Weering	11
	Ward Sluys	11
	Michael Verhagen	11

### Drivers Class GT4

1	Michael Fischer	18
	Michael Schrey	18
	Thomas Jäger	18
	Martin Kroll	18
2	Rodrigue Gillion	15
	Akhil Rabinra	15
	Nico Verdonck	15
3	Franjo Kovac	11
	Thomas Tekaat	11
	Tomas Pekar	11

### Junior Cup

1	Max Edelhoff	19
2	Michael Fischer	18
3	Patrick Kujala	17

### Teams Class A6

1	Hofoer-Racing (10)	20
2	Bohemia Energy racing with Scuderia Praha (11)	19
	Car Collection Motorsport (34)	19
3	CP Racing (85)	17
	Barwell Motorsport (77)	17

### Drivers Class A6

1	Christiaan Frankenhout	20
	Michael Kroll	20
	Kenneth Heyer	20
	Alexander Prinz	20
2	Max Edelhoff	19
	Matteo Malucelli	19
	Jiří Písařík	19
	Elmar Grimm	19
	Ingo Vogler	19
	Josef Král	19
	Johannes Dr. Kirchhoff	19
3	Patrick Kujala	17
	Phil Keen	17
	Joe Foster	17
	Charles Putman	17
	Adrian Amstutz	17
	Charles Espenlaub	17

### Teams Class SP2

1	RTR Projects (224)	18
2	JR Motorsport (202)	15
3	JR Motorsport (203)	11

### Teams Class GT4

1	Hofoer Racing by Bonk Motorsport (50)	18
2	PROsport Performance (1)	15
3	MRS GT-Racing (426)	11

### Teams Overall

1	Autorama Motorsport by Wolf-Power Racing (112)	20
2	AC Motorsport (188)	19
3	Dan Agro Racing (685)	18
	Amag First Centri Porsche Ticino (312)	18
4	Lestrup Racing Team (110)	17
5	Holmgaard Motorsport (102)	16
6	Munckhof Racing (310)	15
	WEC Motorsport (639)	15
	Bonk Motorsport (169)	15
7	TTC Racing (103)	13
8	Bonk Motorsport (115)	12
9	Vortex V8 (301)	11
	Synchro Motorsport (676)	11
	TICTAP TOTCAR SPORT (123)	11
10	Red Camel-Jordans.nl (101)	9

### Teams Class TCR

1	Autorama Motorsport by Wolf-Power Racing (112)	20
2	AC Motorsport (188)	19
3	Lestrup Racing Team (110)	17

### Teams Class SP3

1	Amag First Centri Porsche Ticino (312)	18
2	Munckhof Racing (310)	15
3	Vortex V8 (301)	11

### Teams Class A3

1	Dan Agro Racing (685)	18
2	WEC Motorsport (639)	15
3	Synchro Motorsport (676)	11

### Teams Class CUP1

1	Hofoer Racing by Bonk Motorsport (869)	0
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### Drivers Overall

1	Jan Sorensen	20
	Kristian Jepsen	20
	Fabian Danz	20
2	James Kaye	19
	Vincent Radermecker	19
	Stephane Perrin	19
3	Nicolaj Kandborg	18
	Steffan Jusjong	18
	Matteo Arrigosi	18
	Ivan Jacoma	18
	Valerio Presezzi	18
	René Rasmussen	18
	Ivan Reggiani	18

### Drivers Class TCR

1	Jan Sorensen	20
	Kristian Jepsen	20
	Fabian Danz	20
2	Vincent Radermecker	19
	James Kaye	19
	Stephane Perrin	19
3	Mats Olsson	17
	Stefan Nilsson	17
	Emil Sällberg	17
	Peter Fahlström	17

### Drivers Class SP3

1	Ivan Reggiani	18
	Ivan Jacoma	18
	Matteo Arrigosi	18
	Valerio Presezzi	18
2	Marco Poland	15
	Eric van den Munckhof	15
3	Philippe Bonnel	11
	Franck Lefèvre	11
	Nicolas Nobs	11

### Drivers Class A3

1	Steffan Jusjong	18
	Nicolaj Kandborg	18
	René Rasmussen	18
2	Jason Cox	15
	Guy Povey	15
	Dave Cox	15
	George Haynes	15
3	Alyn James	11
	Daniel Wheeler	11

### Drivers Class CUP1

1	Martin Kroll	0
	Nicole Holzer	0
	Axel Burghardt	0
	Jürgen Meyer	0

### Ladies Cup

1	Nicole Holzer	0
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### Junior Cup

1	Nicolaj Kandborg	18
2	Jonas Holmgaard	16
3	Jorge Belloc Ruiz	11

### FULL STANDINGS

[24hseries.com/series/standings](https://24hseries.com/series/standings)





# CLIO CUP

CENTRAL EUROPE

RENAULT SPORT

18-19 April Spa-Francorchamps 	17-19 May Red Bull Ring 	07-09 June Zandvoort 	02-04 August Oschersleben 	30 Aug.-01 Sep. Most 	20-22 September Hockenheimring 	04-06 October Zolder 
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## ENTRY LIST SPA-FRANCORCHAMPS

1	Sebastiaan Bleekemolen	NLD	Team Bleekemolen	NLD	G
2	Tomasz Rzepecki	POL	Basenhurt A&T Racing Team	POL	
3	Jakub Dwernicki	POL	FFR22	POL	G
5	Marius Rauer	DEU	RM-Racing	DEU	
6	Emile van Westing	NLD	Team Bleekemolen	NLD	
7	Tomasz Magdziarz	POL	FFR22	POL	G
9	Andreas Stucki	SUI	Stucki Motorsport	SUI	
11	Tomáš Pekař	CZE	Carpek Service	CZE	
17	Albert Legutko	POL	Albert Legutko	POL	
21	Szymon Ładniak	POL	BM Racing Team	POL	
22	Paweł Wysmyk	POL	BM Racing Team	POL	
23	Sandro Soubek	AUT	MAIR Racing Osttirol	AUT	
24	Jonas Karklys	LIT	Carpek Service	CZE	
29	Damian Litwinowicz	POL	Auto Sport Litwinowicz	POL	
34	Adam Rzepecki	POL	Basenhurt A&T Racing Team	POL	
44	Lisa Christin Brunner	DEU	BC Motorsport	DEU	
46	Fabio Cittignola	DEU	citis-Motorsportservice	DEU	
55	Kevin Landwehr	DEU	Landwehr Motorsport	DEU	
69	Melvin de Groot	NLD	Team Bleekemolen	NLD	G
71	Richard Meixner	CZE	KV Motor Team s.r.o.	CZE	G
88	Patryk Krupiński	POL	Exp Racing	POL	

# 2019 SEASON KICKS OFF WITH FLYING COLOURS

After a one-year absence, the Renault Clio Cup Central Europe returns to Spa-Francorchamps for its first appearance ever in Creventic's 24H SERIES package.

The 7.004 kilometre circuit through the Belgian Ardennes hosts the championship's season opening for the first time. Right from the start, drivers and teams are looking at one of the season's biggest challenges since this legendary track is not only the longest in the calendar, but quite possibly the most demanding as well.

Just two and a half weeks ago, the 2019 grid set themselves up for the season during the official test day at Oschersleben. The upcoming year will present yet another edition of the thrilling title fight between the 2018 champion, Sebastiaan Bleekemolen (# 1 | Team Bleekemolen) from the Netherlands, and the 2017 overall winner, Tomáš Pekař (# 11 | Carpek Service) from Czech Republic.

In addition to the overall championship, newcomers up to 18 years of age score points for the Rookie classification as well. Rookies can be spotted by a red "R" next to the starting number. Drivers from 40 years of age additionally compete in the Gentlemen class and can be identified by a blue "G" next to their number.

The Renault Clio R.S. IV Cup car is equipped with a 1.6 litre four-cylinder turbo-engine, which produces 220 horsepower. The six-speed gearbox is operated with shift paddles on the steering wheel. The racing weight is 1.170 kilogrammes. Tyres are supplied by Michelin.

Two races of 30 minutes each are held per weekend. The starting grid for race one is based on the qualifying result. So is the race two grid, but with each driver's second-fastest qualifying time taken into account. Both races are shown live on [www.renault-sport.de](http://www.renault-sport.de) as well as on the championship's Facebook and YouTube pages.



snappyracers.com

# 7 RACE SERIES

## Circuit Spa-Francorchamps

### ENTRY LIST SPA-FRANCORCHAMPS

#	DRIVER	CLASS
1	John Reid	420R
2	Carl Nairn	420R
3	Martin Jeffs	420R
4	Jeremy Adams	1600
5	Duarte Lisboa	420R
6	Mark Stansfield	420R
7	Luis Lisboa	420R
8	Steve Day	420R
9	J J Magalhaes	420R
10	Matthew Reeve	420R
11	Paul Browes	420R
12	Tim Child	1600
13	Iain Dockerill	420R
14	Marco Aghem	1600
15	Lee Wiggins	420R
16	Barry Moore	420R
17	Richard Green	420R
18	Sean Byrne	420R
19	Mark Drain	420R
20	Rob Watts	1600
21	Billy Nairn	420R
22	Fergus Ryan	420R
23	Martin Gee	420R
24	Chris Wright	420R
25	Matt Spark	420R
26	Keith Ashworth	420R
27	Joe Draper	420R
28	Martin Emkes	420R
29	John Byrne	420R



Welcome to the opening event of the 2019 Toyo Tires 7 Race Series calendar, is there a better place to start a season of motorsport than the fabulous Spa Francorchamps circuit? A venue overflowing with racing history and guaranteed to provide excellent racing for all drivers.

In the midst of Brexit leaves a number of drivers (and probably most of the UK!) unsure as to what effects there will be on travelling and, as a result, the entry numbers are slightly lower than our previous trips to Spa Francorchamps. However, politics aside, we will undoubtedly enjoy the hospitality and traditional welcome of our Belgian hosts.

We are again pleased to be invited by the fantastic Creventic organisation, their informal, relaxed and professional approach to race events makes our race weekend and emphasises the 7 Race Series approach to a relaxed and sociable racing series.

A number of familiar faces return for the 2019 season and the likely front runners in the 420R Class at Spa Francorchamps will be Lee Wiggins and the unrelated drivers Sean and John Byrne, however with the slipstreaming that the circuit offers the rest of the field are rarely far away.

In the 1600 class it might again be the Italian, Marco Aghem that steps onto the podium, however with previous podium finishers stepping up in class there could well be some new faces that join him, including Jeremy Adams, Rob Watts and Tim Child.

A convenient timetable provides drivers with practice sessions, qualifying and two races and with the second race of the weekend complete by 09:30hrs on Saturday, gives drivers the opportunity to be back home for the balance of the Easter holiday.

After Spa Francorchamps we head back home and to Brands Hatch GP, probably the best circuit in the UK and supporting the Blancpain GT Series. We then head to Imola, a firm favourite with drivers last season and one that we couldn't really turn down when the invitation arrived from our Portuguese friends. We then again join them at Jarama, for a weekend break in Madrid, before heading down to Ascari, for a truly exclusive driving event.

It is then back to the UK for events at Snetterton and Donington, with MSVR organised events, before again taking up the invitation to join the Portuguese drivers at their events in Portimao and Estoril. These two events have become regular events on the 7 Race Series calendar and offer many drivers the prospect of racing after the UK season has finished.

These two events have become established on the 7 Race Series calendar and at this stage of the season, we already at maximum entries and grid sizes with 74 entries at Portimao and 68 at Estoril.

Plans are already being prepared for the 2020 season, hopefully we can support Creventic for more of their fantastic events.

CALENDAR 2019	Date	Location
	18-19-20 April	Spa-Francorchamps
	4-5 May	Brands Hatch GP
	24-25-26 May	Imola (invitation)
	15-16 June	Jarama (invitation)
	14 July	Ascari Race Resort
	27-28 July	Snetterton
	21-22 September	Donington
	1-2-3 November	Portimao
	22-23-24 November	Estoril





*#224 RTR Projects - Erik Janis & Sergej Pavlovec*

***“Great stint, Erik!”***

***“Bring it save to the finish,  
Sergej! Last drivers change  
before the victory!”***

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**#thisisendurance**



# How do you win the Hankook 24H DUBAI?

It took Stefan Tanner six years, but in 2019, the Autorama Motorsport by Wolf-Power Racing team principal finally climbed onto the top step of the TCE podium in Dubai. But what are the secrets to winning in Dubai?

**“Dubai is a very special race, and winning the TCE division is the most important victory for us all. We’re very proud of that.”**

A hard-fought win it has been too for Autorama Motorsport team principal Stefan Tanner. Indeed, the Swiss driver-cum-team manager’s first assault on the Hankook 24H DUBAI was back in 2013, when, as part of the five-strong Gloyna Motorsport line-up, he finished a solid 5th in the A2-class, a result he would better only once on his four subsequent trips to Dubai – 4th in 2017 with the formally named Stanco&Tanner Motorsport – before the duck was finally broken this January.

It’s a result that, as Stefan explains, required a herculean amount of effort and some significant changes behind the scenes, not least the arrival of Autorama Motorsport’s new Volkswagen Golf GTI TCR and a new partnership with former German Formula 3 pilot, Adrian Wolf.

“At the end of the 2017 season, Angelo Stanco just wanted to focus on the VLN” – understandably, given that Stanco&Tanner Motorsport took five wins and six pole positions en-route to the SP2T-class title during its maiden championship season – “But my clients (drivers) and I felt at home with the 24H SERIES.”

“Since I’ve known Adrian Wolf for some time and his achievements in SEAT Cup and TCR Germany, we soon had our first talks. He knows the TCR vehicle inside out and has a tremendous knowledge of the setup and technical issues. So it happened that we first drove together at the [Hankook 24H DUBAI] in 2018, more talks followed, and now we will officially run as ‘Autorama Motorsport AG by Wolf Power-Racing’ team throughout the 2019 season.”

“We’ve also changed from the RS3 LMS to the Volkswagen Golf GTI TCR. The Audi is the most beautiful car for me, but the Golf GTI TCR just works so well. You can’t even compare it to the [Renault] Clio either, because you have to work much harder at the steering wheel with that.”

With new partners on-board, preparation for CREVENTIC’s halo race in the Middle East starts nice and early, even before the newly renamed team and newly-liveried V-Dub were officially presented last November. Wily competitor that he is, Stefan isn’t about to tell us all of the team’s secrets for pre-endurance race prep, but does admit that teamwork, both before and during a 24-hour event, is crucial.

“I’m afraid that’s a secret! What I will say is that Adrian Wolf led the technical team brilliantly, driving every single one of our mechanics through countless trainings to achieve top performance. Adrian is a perfectionist.”

“And that kind of preparation really pays off in Dubai. We had a fuel problem during the night qualifying, but the team was able to identify and eliminate the mistake. Other than that we had nothing, and this is exclusively down to the top preparation of Adrian Wolf, and our race engineer, Patrick Liechi. The rest of the team did not make any mistakes either, from mechanic to cook, and it just goes to show, in the long haul, every team member counts.”

Even despite the re-fuelling issue, the former Stanco&Tanner squad qualified 2nd fastest of the TCR entrants in Dubai and an impressive ➡



STARTGRID POSITIONS  
OVERALL: 53  
DIVISION TCE: 3  
CLASS TCR: 2

FINISH AFTER 545 Laps  
POSITIONS  
OVERALL: 26  
DIVISION TCE: 1  
CLASS TCR: 1





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3rd overall in TCE. The Autorama/Wolf machine wasn't at the front for long though. A heavy smash for Vintic & Shpuntic by HRT eliminated the Russian Porsche 991 and brought out the event's first, of an eventual 19, Code 60 caution periods after just 16 laps. Autorama/Wolf was one of five TCR teams to take advantage, pitting for fresh rubber and brimming the Golf's tank, dropping them towards the tail of the TCE field before the first hour had even elapsed. It wasn't until hour eight ticked by that Stefan, Swiss compatriots Fabian Danz, Yannick Mettler and Jérôme Ogay, and German teammate Marlon Menden moved into the division's top three. Not that running at the front was an immediate priority barely one-third of the way into the race.

*"We always want to win. Everything we do in preparation of the car is focused on the race win. That's why we mostly use only one or two vehicles, so we can concentrate 100 percent of our efforts on that."*

*"Our goal was to run cleanly throughout the night first, always focusing on the podium. This is the only way to be able to flexibly influence the race and gradually adapt our strategy. We only have to think about a podium finish in the last 15 minutes of racing."*

*"But Dubai is tough. I think it is more strenuous to drive at night even than on the Nordschleife. In Dubai, wherever you are on the Autodrome, you always have traffic. I think it's okay if everyone 'plays along', but you absolutely have to concentrate 100 percent. I'm very proud of the fact that I've been driving in the 24H SERIES since 2012" – Stefan debuted with Gloyna Motorsport at Barcelona that September – "and I've never had any contact with another vehicle."*

As the race has demonstrated time and time again though, success in Dubai doesn't solely come down to good pit stop strategy and a clean stint during the night. Luck, or often the lack of it, plays its part too.

LMS Racing by Bas Koeten Racing's time at the sharp end for instance was also over early after terminal drivetrain and oil pressure problems struck. A more dramatic departure awaited Hong Kong-based KCMG, which set the event's fastest TCR lap of the race (2m 11. 863s vs Autorama's 2m 12.754s) before the rear-end of the Honda Civic Type-R dramatically erupted into flames on-track. Tangible proof that speed isn't all you need to win in Dubai.

Even long-time leaders AC Motorsport weren't safe, a heavy build-up of tyre debris in the Audi's rear wheel arch smoking out driver Tom Boonen and forcing the four-time Paris-Roubaix winner to pit the RS3 LMS for repairs with just four hours remaining. Almost within sight of the flag, the Belgian team's two-lap advantage was gone after more than 40 minutes were spent repairing the damage.

With the shock demise of AC Motorsport, and having run consistently in the TCE top two for the preceding nine hours, Autorama Motorsport by Wolf-Power Racing suddenly found itself elevated to 1st on the road at the 20-hour mark. Though it worked in his favour, poor fortune is not something a battle-hardened Stefan Tanner wishes on any of his rivals.

*"You try to control luck as much as you can during a race: don't ride the kerbs, look after the car, make sure new parts are installed correctly, etc. And those last few hours were extremely stressful for the whole team, in the lead, because the time passes unbelievably slowly. During the last stint in the car, I was listening for suspicious noises, all while the engineer was giving me lap times. It's pure tension!"*

*"But we do not want problems for anyone. It should be a fair fight. You are suffering with the other teams, and everybody knows that any of us could be next."*

To avoid a repeat of AC Motorsport's fiery incident, "perfectionist" Adrian Wolf opted for a precautionary pit stop to clean away any debris the VW may have picked up on-track. With a seven-lap advantage over Bas Koeten Racing's heavily battle-scarred second TCR entry, Stefan and his teammates could afford to lean on their cushion and concentrate on endurance racing's other ingrained challenge: fatigue.

*"The temperatures in Dubai can be tough, but it's not so much of a problem in the car. We keep the temperatures down with cooling hoses and as much fresh air as we can get into the cockpit. In the paddock, you sleep as much as you can, eat plenty of fruit and vegetables, and load up on coffee and Red Bull!"*

*"The most important thing for all participants is to communicate that team success is paramount. Only with this attitude is it possible to ensure a successful race conclusion. You really have to take care of the car, even if that loses you some time."*

That might explain why Autorama's advantage almost halves over the last four hours. That's ultimately of little importance though as Stefan, fittingly, crosses the line to take both his and his team's first win since the 2016 Hankook 24H CIRCUIT PAUL RICARD, Volkswagen's second TCE win in Dubai on the bounce (emulating 2018 TCE winners Liqui Moly Team Engstler), and, incredibly, the team's first 24H SERIES podium ever in the UAE.

Meticulous preparation. Flawless teamwork. Smooth and sensible running. Protect the car as much as you can. And a bit of luck. As Stefan Tanner explains, you'll need it all to win in Dubai. It's not hard to see why this is the team's most important victory.





# Who am I? Charles Putman

**In late 2014, this likeable American was wondering whether he might live to see the morning after a horrendous ATV accident left him trapped for 22 hours. In early 2019, he's speaking with CREVENTIC about the European Championship he's racing to defend alongside his countrymen, and friends, as part of a team that boasts his name. His story is a remarkable one.**

**SATURDAY 14 SEPTEMBER, 2014  
CASPER, WYOMING – 7PM**

Charles Putman is in trouble. Serious trouble. Five hours ago, the ATV he was riding across his 1,500-acre ranch hit a ridge and flipped over, landing on top of him. The quarter-ton quad-bike is far too heavy to lift, leaving Charles pinned beneath it, unable to scrabble free and barely able to breathe. He's badly injured, night is starting to close in, the temperature is dropping, and there's not another soul around for at least 2km. His only hope is rescue.

**SATURDAY 30 MARCH, 2019  
MUGELLO – 12PM**

It comes as no surprise when we find Charles Putman in good spirits. The Mercedes-AMG GT3 that bears his name – 'CP Racing' – is currently leading the A6-Am class of this year's Hankook 12H MUGELLO with just over half of the race to go. He, like American compatriots Charles Espenlaub and Joe Foster, is well-rested after the now customary mid-race intervention, and the team principal is due to climb back aboard the #85 Merc in an hour's time to resume the team's European Championship defence. With each question asked, a wry grin or an occasional chuckle accompanies the answer.

Charles Putman's enthusiasm for his craft is almost palpable, as it always has been.

"I first got involved in motorsport as a young teenager, when my father raced motorcycles and I wanted to try motocross," he explains to CREVENTIC. "My mother didn't like that, but I competed for a few years and did pretty well. But when I left home and I suddenly didn't have the money or the support to do that any more, I actually quit racing for many years.

"Later in life, I wanted to go to a race school, essentially as a vacation, and I really enjoyed it. So I went back for more, and eventually signed up for some races. That was in the mid-1990s, probably 1995, and that's actually how I met Charles [Espenlaub]. He had a small Miata, and we started doing endurance races together with that. We gradually got better and better, so the cars started getting bigger and bigger!"

'Racing' doesn't quite cover the diversity of Charles' motorsport career hitherto though. Since his days at the race school, and aided by the linear mindset forged through his early studies as an engineer, a young(er) Charles raced machines as disparate as a Mazda6 in the touring car-focused SCCA Speed World Challenge (now called the Blancpain GT World Challenge America), an ACR-X in the Dodge Viper Cup, and an Aston Martin Vantage GT4 in the IMSA Sports Car Challenge. In 2008, amongst a couple of Ford Racing Mustang Challenge races, Charles took a Mazda MX-5 to victory at the 25 Hours of Thunderhill alongside Mr Espenlaub and Jason Saini. During his early racing school tutelage, he even raced a GT-RA at the school of the late great American sports car legend, Don Panoz.

Few sports car manufacturers have proven more significant to Charles' career though than BMW. Indeed, it was on-board a Fall-Line Motorsports-entered M3 that Messers Putman and Espenlaub claimed the 2010 Continental Tire Sports Car Challenge title, his first major success.

"In any championship, everything needs to fall in the correct place for you. It was a 10-race championship, and from the second race on, we led the championship, but just barely. At time, it was like fate was telling us, 'you're going to win this', because often on the last lap – or that's how it felt anyway – the two cars that were challenging us would run into each other, and we would go through and maintain our lead.

"The race director of that series, came to me when we won the championship and said, 'I think you did this the way it's supposed to be done.' I'd started in a less than championship-winning car, and Charles and I ran for a couple of years in that. We learned the series, we knew who we were racing against, and we made our way up the order. 2010 was also my first year with Charles and our current engineer, Nathan McBride. I'd known Nathan before then, but it was our first season working together, and it's a relationship that just keeps getting stronger."

**SATURDAY 14th, 2014  
CASPER, WYOMING – 1AM**

Still helplessly pinned beneath his ATV, a severely dehydrated Charles Putman realizes he will be spending the night outside in near-freezing temperatures. →

**"We won so many races with that car because it just seems to have heart. Beat it, hurt it, and it just wants to keep going"**



Sleep is impossible. Two of his ribs are broken, as are two vertebrae in his back, and contusions have formed around his heart and lungs. His face is still pressed against the ground, and with each wheezing breath, he inhales a noseful of dust. Worse still, with the full weight of the quad-bike crushing the small of his back, his kidneys have started to shut down.

'Just' 1.5km away, his wife Diane has notified the Natrona County Sheriff's Office, and a Search and Rescue operation has been underway for almost four hours. Well off the beaten track though, Charles will be difficult to find. Even the Civil Patrol's aerial infrared has picked up nothing.

## SATURDAY 30 MARCH, 2019 MUGELLO - 12.15PM

Though he would continue his IMSA campaigns for several seasons, with a championship now under his belt, it was time for Charles to look further afield. It wasn't until 2015 that the road back to championship success began in earnest. After half a year out of the car, Charles Putman made his competitive return at the 2015 Hankook 12H MUGELLO, and remarkably, just one round later, Charles, Charles and interim teammate Xavier Maassen finished on the 997-class podium for the first time in the 24H SERIES.

This was but a prelude to 2017. The 'American Porsche', now operated by PROsport Performance, took an astonishing seven class wins from eight races in the 24H GT SERIES, collecting both the Team and Drivers' crowns in the 991 class, and missing the overall GT championship by just two points.

*"If cars can have personality, that car has personality. We all love that car, and the whole team threatened to beat me up if I ever sold it! We retired that car at the beginning of last year, after the Nürburgring" - we'll come back to that - "and we'll just keep her aside for special events and show races. We won so many races with that car because it just seems to have heart. Beat it, hurt it, and it just wants to keep going. That will stay in the collector's barn for a while."*

Despite a tough start in Dubai, 2018 was another remarkable season for PROsport Performance, Charles, Charles and Joe winning both the European Championship and the Championship of the Continents. The German squad and its American driver line-up even took SP7-class victory at the 24 Hours of Nürburgring, ending a four-year 'DNF' streak at the event for Charles. It was a fitting end to the affiliation with PROsport Performance, and ushered in a new era for the trio as the newly founded 'CP Racing' for 2019.

*"I'm very happy with our time with MRS [GT-Racing] and PROsport [Performance]. We went to them and told them what we wanted to do, and that 'we want to bring our own engineer.' A lot of teams won't allow you to do that."*

*"In the beginning, MRS dealt with the maintenance and the preparation of the car, and we would tell them what we wanted for setup. So I was only lightly involved in that program. When we moved to PROsport, we took more control: 'we want this like this, and this designated mechanic here,' etc, so I got a little more involved. When we made this last step and put our name over the door, my role has become more of a director. Nathan and I probably talk two or three times a week to decide what we're going to do about the car. I follow the mechanics' advice, but I also have my input. It's work but it's enjoyable."*

## SATURDAY 14th, 2014 CASPER, WYOMING - 4PM

Almost 22 hours after the accident at his Wyoming ranch, Charles Putman is finally spotted by "friend of a friend", who's followed the ATV's tracks disappearing off the beaten track in his own light aircraft. Coordinates are sent to Search and Rescue on the ground, and it only takes another seven minutes before rescue finally arrives.

*"He's alive!"*

## SATURDAY 30 MARCH, 2019 MUGELLO - 12.30PM

*"That was a major event in my life. I didn't know if I would ever recover from it."*

*"I spent nine days in the hospital and another week in the rehabilitation unit. And I was back in a car in 60 days. I wasn't ready to race - my body wasn't strong enough for endurance races, and I was too weak, emotionally - but I had to see if I could still drive."*

*"My race conditioning helped me stay calm during those 22 hours. I kept thinking, 'this is like an endurance race'. So I started with the aeroplane trip: 'okay, I have to get on this aeroplane, sit there, and not move, so just think about what you would be thinking while you're on the aeroplane'. Then I'd get to the race, and I'd visualise doing the circuit, lap after lap, so I used a lot of my race experience to stay focused. There's not much else you can do. When you're pinned and you can't move, you have to figure out how you're going to make your energy last as long as possible."*

*"That was a great motivation during my recovery too. It took a lot of physical rehabilitation during the first three months to get myself back into condition. I'm not young anymore, and I said if I don't get back into condition, I never will. So my drive was to get back into a race car. I spent a lot of long days, working and sweating, just thinking, 'I have to do this, just to get back into a race car.' It was very emotional for my wife, very emotional for me, especially when we went to Mugello, I think it was, for the first race back."*

*"The funny thing is, a lot of people, while I was recovering, asked me, 'does that mean you're going to stop racing now?' I wasn't in a race car at the time, so, no, the thought didn't even cross my mind. Quite honestly, I'm not sure what I would have done without racing during the rehab."*

*"I honestly don't know when I'll stop. I remember asking my wife, Diane, before we started running with the Mercedes, 'y'know, if we commit to these cars, we're committed to running these cars for at least 2/3 years. We just won the championship in the 991, so we could go out as winners?' And she said, 'you can't do that, this is what you do.' And she's right. This is what I want to do. This is what I've always wanted to do."*



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