



#024h2025 | Review | Results 01 July 2025 | 16:45 | Motorsport Editorial #96

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... 24h Race 2025 ... Results & Highlights

Author: Manfred Schaefer, Andreas Klingele - Motorsport Editorial

Date: 19 June 2025, 08:30 - 22 June 2025, 16:40 | **Fans:** approx. 280,000 over 4 days setting a new record!

Between glory and ruin often lie only fractions of a second: Between triumph and total loss, only fractions of a second decide. The Motorsport Festival includes exciting races, including a challenging endurance competition, where the goal is to cover the greatest distance possible within 24 hours - the winner is the one who covers the most distance.



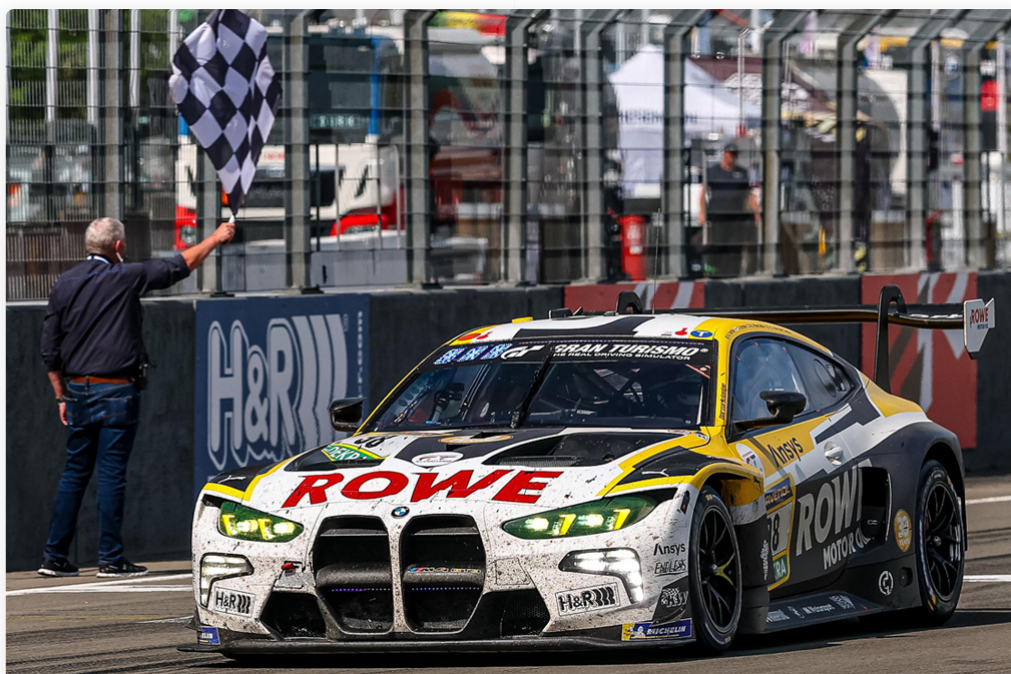
The race track shortly before sunset, the ADAC RAVENOL 24h Nürburgring provides the backdrop

for thrilling duels: near-series touring cars compete with spectacular GT3 machines. The combination of amateur and professional drivers gives the race its unique flair. Photo: Gruppe C Photography.

24 hours full throttle - Review of the Nürburgring race 2025: The 24h race on the legendary Nürburgring is one of the toughest endurance races in the world. In 2025, motorsport at the highest level was again offered. Here you will find a comprehensive review of the most exciting moments and the official race results.

Thrilling thriller at the Nordschleife

Congratulations to ROWE RACING - The **ROWE RACING BMW M4 GT3** with starting number **#98** crossed the finish line and secured victory at the 53rd edition of the ADAC RAVENOL 24h Race on the Nordschleife at Nürburgring, after an exciting and gripping nail-biting finale. In an epic duel, the team narrowly defeated the **Manthey EMA Porsche 911 GT3 R (992) No. #911**, better known as "Grello."



Race director Walter Hornung waves the checkered flag for the victory of ROWE RACING BMW M4 GT3 No. #98 at the 53rd ADAC RAVENOL 24h Race at Nürburgring. Photo: Gruppe C Photography.

The internationally composed driver quartet (BMW M4 GT3 EVO) with Augusto Farfus from Brazil, Jesse Krohn from Finland, Swiss Raffaele Marciello, and Kelvin van der Linde from South Africa fought through 141 nerve-wracking laps and secured at the end a razor-thin lead of only 1:17.810 minutes.

Rule infringement and time penalty - How the decision fell in the 24h race: The "Grello" crew, No. #911 with Kevin Estre (France), Ayhan Güven (Turkey) and Thomas Preining (Austria) crossed the finish line first, but a 1:40 minute time penalty for a rule violation turned the results upside down. Despite a protest against the race stewards' decision, it was rejected 3 minutes before the end of the 24h race - sealing ROWE RACING's triumph.



Vehicle #911 Estre / Güven / Preining / Pilet (Porsche 911 GT3 R (992)) before the formation lap in the pit lane, vehicle photographed from above. Manthey Racing. 'Grello' design by Ludger Ferner.

Photo: Gruppe C Photography.

Carbon louvers - The secret aerodynamic upgrade for Nürburgring:

In the photo above, the carbon louvers (wheel arch ventilation openings) are visible, which represent the most important technical difference to the usual DTM or sprint car. These light, black carbon slats are used exclusively at Nürburgring and mounted on the front fender. For this, the fender is cut out beforehand to be able to screw on the louvers. Due to the special track characteristics, they improve aero balance. The part is homologated and used by all Porsche teams, but not in sprint races.

A dramatic finale that kept the fans at the Nürburgring Nordschleife on the edge of their seats and made motorsport history.

#911 Manthey Racing Porsche - "Although you clearly won the race on the track, the victory was revoked by a subsequent decision." An overtaking maneuver led to a collision, for which you were given a 100-second time penalty – a tough but decisive measure that affected the result.

Editorial assessment and comment by Manfred Schaefer:

Especially in the leading group, overtaking maneuvers require utmost concentration and lightning-fast decisions – often deciding victory or defeat. In our assessment, the accident at the 24h race at Nürburgring was an unfortunate racing incident without malicious intent. The race directorate classified Manthey EMA with the **#911 Porsche 911 GT3 R (992) GT3 SP9 class** as responsible – a decision that hurts and deeply touches emotions.

Racing line / class differences: Additionally, each class drives its own racing line and thus runs its very own race. Dörr Motorsport with **#179 Aston Martin Vantage AMR GT4** races in the **GT4 SP10 class**. "Although it is the 'highest' SP category among GT cars, it has no chance of overall victory, since the performance of GT4 is significantly below that of GT3." This diversity makes the situation on the track not only complex, but also incredibly fascinating – for drivers and fans alike. It is precisely this tension, this mix of tactics, risk, and passion that makes motorsport so unique and thrilling.



24h Race 2025 – Before the accident: Dörr Motorsport Aston Martin Vantage AMR GT4 #179 with drivers Scheibner, Charlaix, Sander and Hahn during pit stop. Photo: Gruppe C Photography.

Enormous challenges: Such incidents are an expression of the enormous challenges and pressures in high-performance motorsport and unfortunately can never be completely avoided. All motorsport enthusiasts stand for fair competition and pay the highest respect to the tireless commitment of all involved in these demanding racing events – because it is passion, courage, and unwavering dedication that keep the unmistakable spirit of motorsport alive and fascinating.

Driver Scheibner was admitted to hospital as a precaution after the rollover. According to Dörr Motorsport, he is initially fine but was kept there for examination.

Highlight of the motorsport season

The highlight of the motorsport season – The legendary Nordschleife of Nürburgring presents drivers and machines with one of the toughest challenges in the world: Over 25 kilometers full of tight corners, changing elevations and tricky sections require highest concentration and boundless endurance. Every year countless enthusiastic fans flock to the track to experience this breathtaking spectacle live – an atmosphere that electrifies and makes the race an unforgettable experience.



After the awards ceremony and spraying of SCAVI & RAY Prosecco DOC Blanc de Blancs Spumante, they also enjoyed it together:

from left to right Kelvin van der Linde (South Africa), Augusto Farfus (Brazil), Raffaele Marciello (Switzerland), Jesse Krohn (Finland). Photo: Gruppe C Photography.

From toolbox to high-tech perfection -

Motorsport in transition: From the very first second it means full attack! The best factory drivers from leading automobile manufacturers sit in highly developed GT3 race cars pushed to their limits – pure, uncompromising racing. This event has radically changed in recent decades: Where once an old Ford Transit was used, carrying race cars on a trailer and a small toolbox in hand to the track, today high-tech machines, perfectly coordinated teams and state-of-the-art technology dominate. An impressive proof of motorsport's rapid development.

Only the bravest dare the Nordschleife - and the fans celebrate along: For many drivers, the Nordschleife is the most exciting and spectacular race track in the world – a real challenge mastered only by the bravest. Also for the fans, the event is an absolute highlight: Around the Grand Prix circuit, numerous campsites invite you to be

in the middle of the action, enjoy the incomparable 24-hour atmosphere around the clock, and become part of this unique motorsport community.

Camping options: Hatzenbach, Adenauer Forst, Metzgesfeld, Wehrseifen, Karussell / Hohe Acht, Wippermann, Brünchen, Pflanzgarten, Schwalbenschwanz, P96 and P97 as well as at the GP track (A5 and C2).

Teams: The teams fought over 24 hours not only against the clock but also against changing weather conditions, technical challenges and competition. Strategy, teamwork and driving skills were the focus to cross the finish line as winners at the end.

Motorsport Action: 24h Race Nürburgring 2025 – Highlights and impressions

Fans up close - The starting signal for the Nürburgring 24h Race: Great atmosphere in the paddock, crowds in the starting grid. After 2.5 days of intense qualifying, training and a comprehensive supporting program, the actual 24-hour race now starts – an enormous challenge for vehicles and teams.

During the **formation lap** the **fans** are allowed very close to the track - a special highlight for all motorsport enthusiasts. The 24h race at the Nürburgring Nordschleife simply fascinates everyone!



The unique fan atmosphere at Nürburgring Nordschleife is palpable as the starting field rolls out for the long formation lap and the fans get to experience the race track up close. Photo: Gruppe C Photography.

Numbers of the race

134 vehicles at the start, 509 drivers in total, 118 drivers debuting, record starter Volker Strycek with 47 appearances. 1,000 marshals ensure safety around the track and in the pit lane during the 24h.

Sat, 16:00 – Race directorate and STARTING GRID

Race director Walter Hornung divides the cars into three staggered start groups. Kevin Estre secured pole position with the "Grello" Porsche. Thomas Preining will drive the "Grello" from the start.

Sat, 16:45 – Pit stops and race highlights

The first pit stops are already made after 45 minutes – tire changes, refueling, and windshield cleaning after about five laps. Exciting duels and goosebump moments characterize the race: Tight overtaking maneuvers on the narrow track are the order of the day.

Dangerous sections of the Nordschleife:

Schwedenkreuz, exit Fuchsröhre, Adenauer Forst, Brunnchen, Caracciola-Karussell and Schwalbenschwanz.

Race track and driver workload / stint

The lap measures **25.378 kilometers** and consists of the 20.832 km long Nordschleife as well as large parts of the 5.148 km Grand-Prix track. Top speeds of up to 350 km/h are possible.

Driving full throttle nonstop over the Nordschleife for 24 hours is impossible for a single driver. Therefore, each team must enter at least two and at most four drivers. One driver can compete for two teams.

A driver change is mandatory at least every three hours. Between stints, a minimum two-hour rest period is required.

Stint: A stint in endurance racing, such as the 24-hour race at Nürburgring, refers to the period in which a driver controls the car on the track before handing over the steering wheel to a teammate. Typically, a stint lasts about 1.5 hours but can be extended as a double stint up to about 3 hours depending on strategy and physical load. During this time, the driver is maximally challenged as they must cope with high concentration, speed, changing track conditions and fatigue.

Time penalties may be imposed for violating this rule.

Motorsport event with dream paint jobs

This year's vehicle paint jobs are absolutely stunning and create a colorful, spectacular picture on the track.



The Nürburgring Nordschleife presents itself in full splendor at this event: The starting field moves for the long formation lap, while the colorful paint jobs and wraps of the cars create a spectacular picture. This race thus promises not only exciting sporting highlights but also a visual experience for all fans. Photo: Gruppe C Photography.

"The Green Hell" – a legend

The term "**Green Hell**" was coined by Jackie Stewart, who described the notorious track in rain and fog this way. On 4 August 1968 he proved his skill in adverse conditions and won with an incredible four-minute lead. Formula 1 German Grand Prix (Matra MS10 - Ford).

"It's going to be the Green Hell this weekend."

– Sir Jackie Stewart, three-time Formula 1 World Champion and namesake of the "Green Hell"

The best race in the world – a yearly highlight

The atmosphere is fantastic. The longest straight, the Döttinger Höhe, is the scene of spectacular slipstream battles and overtaking maneuvers. Goosebumps occur when the cars race ultra-close side by side and are equally fast – speeds of up to 346 km/h are possible.

Sat, 17:29 – Strange race interruption

After 1.5 hours of racing, a power outage occurred in the pits. At 17:31:45 red flags were shown – the race was stopped (Red Flag). Due to technical problems with infrastructure and failed refueling stations, no regular race operation could be continued. Nürburgring GmbH worked feverishly to fix the error.

Sat, 19:00 – Restart and race progress

At 19:00 it was announced that the restart was planned for 19:45. At 19:05 the light was turned green, and all vehicles left the pit lane.

The cooling system responsible for control and cooling of the pit building was overloaded and had to be switched off. Race director Walter Hornung gave the teams ten minutes for the starting grid, with tire changes still possible before the start.

The race was thus resumed for 20 hours and 15 minutes until Sunday, 16:00.

Sat, 19:45 – Restart of the first group

The first group started single-file for a formation lap. The marshals waved white flags. Then the lead car left the track and the scoring was resumed.

The second group received the green flag at 19:48, the third group at 19:51 – each with its own lead car.

Sat, 20:03 – Restart successfully completed

The first start group successfully reached the start-finish straight, the restart was successfully completed.

Sat, 21:20 – Accident in Fuchsröhre section

#111 Mercedes-AMG GT4 (Thilenius / Wirtz / Renger / Neuser). Guido Wirtz had an impact in the Fuchsröhre section with the "little Schnitzelalm-AMG". The driver exited uninjured.

Team boss Thomas Angerer from SR Motorsport by Schnitzelalm commented: "It is very bitter. Guido is fine, but the Nordschleife shows its toughness again. We were fast and well placed, a lot would have been possible. But the track sets limits for every team."

Sat, 21:47 – Sunset in Nürburg

The sun sets. The drivers must give their all on every corner and every meter. Due to the low sun, some corners are strongly blinded, outside temperatures drop, improving conditions. The track becomes faster at night. During the day it was very warm in the car, and the ventilation felt more like a hairdryer.



The sun sets, and the drivers give their all on every corner and every meter. **#14 Maro Engel** in the Mercedes-AMG GetSpeed SP 9 PRO Mercedes-AMG GT3 fights for every second. Photo: Gruppe C Photography.

Night – Time penalties and pit stops

Pit stops often lead to minimum standing times being undershot, resulting in time penalties.

At night, glowing brakes and exhaust systems are especially visible, giving the race an impressive atmosphere.

Sun, 00:52 – Incident during pit stop

#14 Mercedes-AMG GT3 (Engel / Martin / Schiller / Stolz). During a pit stop with tire change the car had to be pushed back after leaving the pit lane with newly entered Maro Engel in the cockpit to check the right rear wheel. Fabian Schiller: "Apparently, we had no traction anymore. It was two and a half tough hours out there with some hairy scenes."

Engineers at the 24-hour race in the pit

Technical masterpiece and lack of space - How teams work at the 24h race:

Engineers at the 24-hour race look after several vehicles simultaneously and are responsible for their technical tuning and setup. In close collaboration with the drivers, they ensure that performance and reliability are optimally coordinated. They

continuously analyze vehicle data, adjust suspension setup, fix technical problems and thus ensure smooth operation throughout the race.

At the 24h race, 135 vehicles share only 33 pit boxes, often requiring close cooperation of several teams. Those needing more space use tents in the paddock, where space is also limited.

Sun, 01:00 – Christian Klien in action

Christian Klien in the Eastalent Racing Team with **#84 Audi R8 LMS GT3 Evo II** reports: "The whole week had the best weather – it couldn't have been better. Nevertheless, the first stints at night were a challenge. Visibility and differences between cars make the Nordschleife particularly demanding. Also, smoke from grills often wafts into the nose, increasing hunger."

Sun, 04:32 – Half-time mood in the dark

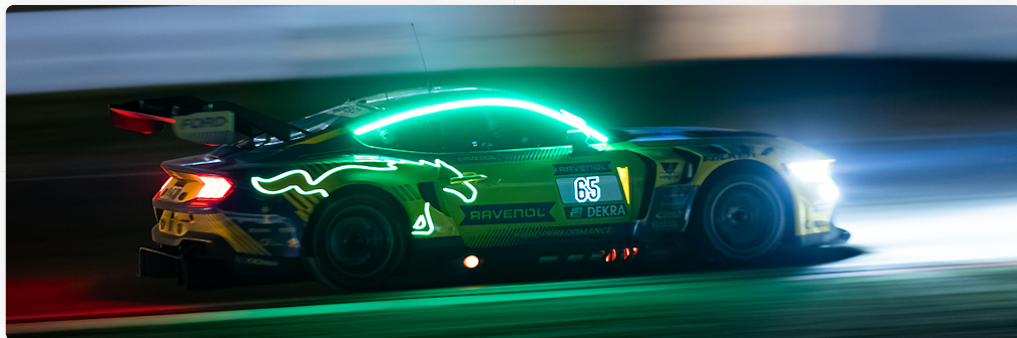
#911 Porsche 911 GT3 R (992), (Estre / Güven / Preining / Pilet): Kevin Estre sums up: "The atmosphere in the darkness is great. Many are driving confidently, but you have to watch carefully whether they want to let you pass on the right or left. So far we have no scratches on the car and have gotten through smoothly. We just reached half-time."

Two new cult cars in the Eifel

Colored light strips on the roof area create spectacular effects.

#65 Ford Mustang GT3 (Fetzer / Schumacher / Owega / Owega)

The galloping, glowing Mustang on the doors – a real eye-catcher:



Colored light strips on the roof create spectacular lighting effects that showcase the vehicle especially well. The Ford Mustang GT3 with starting number **#65**, driven by Fetzer, Schumacher and the Owega brothers, impresses with its distinctive galloping Mustang motif on the doors – a real eye-catcher on the race track. Photo: Gruppe C Photography.

Mercedes-AMG GT3 of the Mercedes-AMG Team GetSpeed with the hashtag *#TheWorldsFastestFamily* and nickname "PRPL Beast" also shows colored light strips on the roof area.



#17 Adam Christodoulou in Mercedes-AMG GetSpeed SP 9 PRO - Mercedes-AMG GT, also known as "PRPL Beast": Colored light strips on the roof create spectacular lighting effects, highlighting the car especially well in the pit lane. Photo: Gruppe C Photography.

Purple Sector: The chosen color (purple wrap) refers to the "Purple Sector," which in motorsport marks the best time within a sector.

Adam Christodoulou: "#14 stopped around midnight. #17 had problems early yesterday morning. No result this time, but the PRPL Beast came back for a final lap – and that counted. Thanks to the team, partners and fans who supported us all the time."

Sun, 05:21 – Sunrise in Nürburg

Sunday morning begins with an impressive sunrise over the Nürburgring – a new day full of exciting races lies ahead for drivers and teams.

Early retirement of Falken Porsche #44 and #33

Both Falken Porsche #44 and #33 have now retired prematurely from the race.

Sun, 08:23

– #44 Porsche 911 GT3 R (992) Dorian Boccia stands after a technical defect on the right grass strip at Döttinger Höhe.

Sun, 08:27

– #44 Porsche 911 GT3 R (992), (Boccia / Heinemann / Marschall / Schuring)
Tim Heinemann in the pit lane: "I was actually supposed to come in soon. It hurts that both cars are out. I feel sorry for the team too. Looking into the faces of those who have been working on it for weeks. We don't know exactly what's wrong, it had no traction anymore."



Early retirement of Falken Porsche #44 and #33 - Both Falken Porsche #44 and #33 have retired prematurely from the race. #44 with Dorian Boccolacci stands after technical defect at Döttinger Höhe. Tim Heinemann expresses regrets about the retirement of both cars. Photo: Gruppe C Photography.

Falken review:

On Saturday at 22:02 there was a severe accident: Second placed #33 Falken-Porsche collided frontally without fault into #94 Porsche 911 GT3 Cup (992), (Kiefer / Kiefer / Kiefer / Rettenbacher), which had spun and was standing against the direction of travel on the track.

The previously third placed #98 (BMW M4 GT3 EVO) just managed to avoid it.

The #33 Porsche 911 GT3 R (992), (Andlauer / Menzel / Müller / Picariello) had returned to the pits and was then pushed into the garage.

Sun, 08:53 – Collision in Flugplatz section

#300 Dacia Logan (Kriese / Starck / Kaffka) collided with the **#74 Aston Martin Vantage AMR GT4 Evo** (Hansen / Vortkamp / Balanian / David) in the Flugplatz section.

Dacia driver Martin Kaffka was able to exit the car independently.

Due to many debris on the track, a longer Code-60 phase is expected, and the guardrail must be repaired.

Also at night there were many accidents and numerous incidents.

Sun, 08:55 – Vehicle fire at Galgenkopf

#633 Porsche 718 Cayman GT4 Clubsport (Type 982) (Kreutzpointner / Kreutzpointner / Hrubesch / Wlömer) - caught fire at the rear in the Galgenkopf area.

Sun, 09:52 – Pneumatic air lifting system / Lumirank display / windshield film

Technology for the perfect pit stop - air lifting system and car skates in use:

The pneumatic air lifting system impresses with its efficiency: Via an attached air lance, four pistons are activated that lift the car in seconds. Then vehicle rollers with integrated carrying handle (also known as car skates, air jack skates or race car skates) are pushed under the chassis, and the car is lowered onto them. This makes it easy to move and turn the race car even in tight spaces, simplifying maneuvering before and in the pit. This equipment enables a fast and smooth exchange of worn parts or tires during pit stops.

#45 Ferrari 296 – this vehicle had the front brakes completely changed, additionally tires changed, refueled and a windshield film removed. On average, the brake is changed once mid-race within about 25 seconds.

#45 SP 9 PRO Ferrari 296 GT3 (Perel / Fernandez Laser / Jefferies / Neubauer)

Under the Lumirank display is a small yellow triangle, which can be pulled to remove one of four protective films. This removes oil and dirt simply and the glass is clean again.

Improved position display with Lumirank:

Transparent race info - How the LED displays on 24h race cars work:

In the windshield, LED displays show important information during the 24h qualifying and race. - Since 2019, the system has been refined: The driver's name is abbreviated – so **NEW** stands for Neubauer – as well as the current position (e.g. 003). For leaders, the data blinks. Cars without a timed lap show placeholders.



REALIZE KONDO RACING with Rinaldi: David Perel, Felipe Fernandez Laser, Axcil Jefferies and Thomas Neubauer at the ADAC 24h Nürburgring Qualifiers from 23 to 25 May 2025. Saturday, 24.05.2025. Photo: Gruppe C Photography.

Sun, 10:20 – Accident during lapping in Miss-Hit-Miss area

#911 Porsche 911 GT3 R (992) - Kevin Estre in the Manthey car hits the **#179 Aston Martin Vantage AMR GT4** in the Miss-Hit-Miss area while lapping.

#179 Aston Martin with driver Rolf Scheibner flips over and remains on the roof.

#911 Manthey Porsche can continue.

Rowe BMW #98 (BMW M4 GT3 EVO) can avoid but drives hard over the curb.

Sun, 12:34 – Lead change at Döttinger Höhe

#98 BMW M4 GT3 EVO: (Farfus / Krohn / Marciello / van der Linde) - Augusto Farfus passes the leading Manthey Porsche **#911 Porsche 911 GT3 R (992)**, (Estre / Güven / Preining / Pilet) on the Döttinger Höhe.

Sun, 13:02 – Time penalty for Manthey Porsche

#911 Porsche 911 GT3 R (992): (Estre / Güven / Preining / Pilet) - The Manthey Porsche receives a 100-second time penalty for causing a collision.

Sun, 15:21 – Last regular pit stop

#98 BMW M4 GT3 EVO: (Farfus / Krohn / Marciello / van der Linde) - The team completed the last regular pit stop. Kelvin van der Linde returns to the track.

Sun, 15:30 – Leader after pit stop

#911 Porsche 911 GT3 R (992): (Estre / Güven / Preining / Pilet) - Comes out of the pits as leader with a gap of 8.4 seconds over Kelvin van der Linde in **#98** (BMW M4 GT3 EVO).

Sun, 15:33 – Pit stop at Lamborghini Huracan

#28 Lamborghini Huracan GT3 EVO2: (Mapelli / Engelhart / Engstler) - Currently third placed Abt-Lambo comes in for a stop and must still change the left rear brake shortly before the end.

Sun, 15:47 – Lead extended

#911 Porsche 911 GT3 R (992): (Estre / Güven / Preining / Pilet) - Kevin Estre extends the lead.

Sun, 15:57 – Protest rejected

The protest of **#911** was rejected by the race stewards. The 100-second time penalty remains and will be added immediately after crossing the finish line.

Sun, 16:03 – RACE WINNER

Rowe Racing #98 BMW M4 GT3 EVO: (Farfus / Krohn / Marciello / van der Linde) - This is the second win for the Saarland team after 2020.

Sun, 16:04 – SECOND place after time penalty

Manthey EMA Motorsport #911 Porsche 911 GT3 R (992): (Estre / Güven / Preining / Pilet) - Finishes second after addition of the 100 seconds time penalty.



Manthey EMA Motorsport team before the awards ceremony. (from left to right): Thomas Preining (Austria), Kevin Estre (France), Ayhancan Güven (Turkey). Photo: Gruppe C Photography.

Sun, 16:04 – THIRD place

Dinamic GT SRL #54 Porsche 911 GT3 R (992): (Bastian / Cairoli / Hartog / Sturm) - Secures third and last podium place.



At the awards ceremony of the 53rd ADAC RAVENOL 24h Nürburgring (19–22 June 2025): The team of the 3rd overall winner (from left to right): Joel Sturm (Germany), Loek Hartog (Netherlands), Bastian Buus (Denmark), Matteo Cairoli (Italy). Photo: Gruppe C Photography.

Sun, 16:28 – Awards ceremony

The awards ceremony is underway! The teams celebrate their drivers

Pos.	No.	Team	Vehicle	Laps	Total time
1	#98	ROWE RACING	BMW M4 GT3 EVO	141	24:02:40.104
2	#911	Manthey EMA	Porsche 911 GT3 R (992)	141	24:03:57.914
3	#54	Dinamic GT SRL	Porsche 911 GT3 R (992)	140	24:04:47.619
4	#28	ABT Sportsline	Lamborghini Huracan GT3 EVO2	140	24:07:45.263
5	#65	HRT Ford Performance	Ford Mustang GT3	140	24:07:59.544
6	#84	Eastalent Racing Team	Audi R8 LMS GT3 evo II	137	24:07:59.544
7	#37	PROsport Racing GmbH	Aston Martin Vantage AMR GT3	137	24:03:49.854
8	#7	Konrad Motorsport GmbH	Lamborghini Huracan GT3	137	24:09:21.400
9	#55	Hankook Competition Europe GmbH	Porsche 911 GT3 R (992)	136	24:04:04.273
10	#786	Renazzo Motorsport Team	Lamborghini Huracan GT3 EVO2	135	24:02:31.459

For complete result lists and detailed lap times please visit the official race website:

[To the official results overview](#)

Highlights and impressions from the 24h Race 2025

ADAC Ravenol 24h Nürburgring - The largest car race in the world



#16 Scherer Sport PHX – Porsche 911 GT3 R (992) “Sally” - Drivers: Patric Niederhauser (CH), Laurens Vanthoor (BE), Ricardo Feller (BE), Patrick Pilet (FR)
Photo: Gruppe C Photography.

Night of legends - 24 hours through the Green Hell Nürburgring: When the sun sets over the legendary Nordschleife of Nürburgring, a spectacle begins that takes motorsport fans worldwide breath away: The 24 hours through the “Green Hell,” the most spectacular race track in the world. Here on 25.378 kilometers of breathtaking track, driver quartets fight with pure adrenaline, team spirit and boundless ambition for glory and honor.

The race is an enormous challenge for drivers and vehicles. Night driving in changing weather conditions, fast tire changes and precise pit stops decide success and failure.

Vehicles in SP9 class

FIA rules vs. manufacturer freedom - How wild can the SP9 class really be? The SP9 class includes pure race cars based on production vehicles and defines the fastest vehicle category. The basis are the technical regulations of “Appendix J Art. 257A” of the FIA, such as roll cage, minimum ride height or tire pressure.

Minimum ride height: At any time during the event it must be possible to freely slide a roll with the dimensions 300 mm (width) x 70 mm (diameter) under the vehicle.

Engine concepts in duel - The wild world of SP9 race cars: The vehicle concept and engine choice are left to the manufacturers. There are front, mid, and rear engine vehicles with various engines: inline 6-cylinder biturbo (BMW M4 GT3), V6 biturbo (Ferrari 296 GT3), V8 naturally aspirated (Mercedes AMG GT3), V10 naturally aspirated (Audi R8 LMS GT3 evo II, Lamborghini Huracan GT3 EVO 2) and 6-cylinder boxer engine (Porsche 911 GT3 R).

Balance of Performance (BoP)

Equalizing performance, increasing excitement - The Balance of Performance

explained: To ensure a level playing field despite different vehicle concepts, Balance of Performance (BoP) provides fair competition. Using air restrictors, ballast weights and other adjustments such as fuel tank capacity, the performance of the vehicles is balanced. The SP9 class is divided into SP9 PRO and SP9 PRO-AM, with identical vehicles. The difference lies in the drivers used.

Night falls, the headlights cut through the darkness, only the beam shows the way – Overtaking maneuvers become a thrill, the pulse races at insane average speeds. While fans celebrate outside with barbecues, the atmosphere is grand and electrifying, the champions on track give their all. Every meter, every curb jump, every precise maneuver counts.



#317 Bulldog Racing – MINI John Cooper Works Pro (SP 3T class) Drivers: Markus Fischer (AUT), Toby Goodman (GBR), Sebastian Sauerbrei (DEU), Samantha Tan (CAN) Photo: Gruppe C Photography.

Night hours: Especially during the night hours the true class of the drivers shows: Precision, concentration and courage are required. The #65 HRT Ford Performance - Ford Mustang GT3 and the #17 Mercedes-AMG Team GetSpeed - Mercedes-AMG GT3 became real eye-catchers, offering fascinating images with their light moods and engine sounds.

The legendary 24-hour dash at Nürburgring: After a successful qualifying, the top teams start on Saturday into the legendary 24-hour dash. The mix of speed, technology and teamwork makes this race the most prestigious motorsport event ever. Who will be the fastest? Who withstands the darkness and the challenging traffic on the Nordschleife?

Drivers and teams at the limit: The race demands not only driving skills but also perfect coordination of the teams. Strategic pit stops, tire choice and handling of unexpected events such as accidents or weather changes are crucial to the race outcome.



Starting grid: The 24h race excites thousands of fans – the crowds are so dense that the cars are barely visible. Pure motorsport atmosphere! Photo: Gruppe C Photography.

A festival of speed and endurance: Here passion, tension and pure racing atmosphere merge - an unforgettable experience for drivers and fans alike. The ADAC RAVENOL 24H Nürburgring is more than a race – it is a festival of speed, endurance and the unstoppable will to make history.

Strategy, endurance and weather as keys to victory: The race was characterized by exciting duels, stable weather without surprises and an impressive endurance performance of the teams. Particularly noteworthy is the victory of

ROWE Racing, who won the overall victory with a strategically perfect race and flawless driving. High daytime temperatures were complemented by a significant cooling at night, bringing additional challenges for drivers and teams.

Highlights ADAC RAVENOL 24h Nürburgring 2025

Diverse program and highlights 2025: The ADAC RAVENOL 24h Nürburgring from 19 to 22 June 2025 includes numerous highlights such as the RCN Nürburgring Circuit Challenge, Touring Car Legends, Cup and Touring Car Trophy, ADAC 24h Classic, multiple qualifying sessions and races, the Top Qualifying, a comprehensive supporting program with drift show as well as the 24-hour endurance classic with start on Saturday at 16:00 and finish on Sunday at 16:00.

Over eight times around the earth

88 finished: Not only the top two cars impressed: Of the 134 started cars, only 88 crossed the finish line at the end. Almost two-thirds fought bravely through the hardships of this extremely demanding race to see the checkered flag from race director Walter Hornung. In total, all participants together covered over 12,000 laps on the legendary Nordschleife – corresponding to an impressive 328,277 kilometers, more than eight times the distance around the earth.

64,172 overtakes: The 24h race at Nürburgring bubbled with tension and excitement – and the numbers show it impressively: A staggering 64,172 overtaking maneuvers were made during the 2025 race. Each one a fight for every tenth of a second, a thrilling battle on the legendary Nordschleife!

GPS eye / satellite system / GPS: To capture these data at the 24h race, the race directorate uses the highly accurate GPS system of the company GPSoverIP, which provides exact information on speed, position and movement of each vehicle. This also allows overtaking maneuvers to be better reconstructed.

Find the best moments in the photo gallery:



Adenauer Racing Day -
Wednesday, 18.6.2025



280,000 fans celebrate 24h
race at Nürburgring



Grandstands full of
enthusiasm: 280,000 fans
celebrate the spectacular start
of the 24h race at Nürburgring



#7 Konrad Motorsport –
Lamborghini Huracan GT3 at
Adenauer Racing Day 2025



First place winner – **Touring
Car Legends 2025**



Fans behind the fence, close to
the track – Tips for the ADAC
RAVENOL 24h Nürburgring



Winning team: Heiko Hammel
/ André Kunkel / Michael
Funke – #501 Porsche 911
RSR – **24h Classic 2025**



HWA AG returns in 2026 with
the new HWA EVO, a
reinterpretation of the
Mercedes-Benz 190E 2.5-16
Evo II, to the ADAC 24h
Nürburgring.



Mercedes-Benz 190E 2.5-16
Evo II - HWA EVO motorsport
version 2026.

Get tickets for the 24h Race 2026

Voices from drivers and teams

#98 Rowe Racing BMW M4 GT3 Evo – Overall winner

Raffaele Marciello: "I always wanted to win this race and am very happy. Our car was great and my teammates were fantastic."

Jesse Krohn: "I only realized late that we could win. Thanks to BMW Motorsport, Rowe and my teammates for this performance."

Kelvin van der Linde: "It was an emotional race, especially in the last lap. Thanks to my team, which did a great job."

Augusto Farfus: "The start was overwhelming. A clean race without mistakes. Thanks to the marshals who ensure our safety around the clock."

#911 Manthey EMA Porsche 911 GT3 R – Second place

Kevin Estre: "It was a racing accident. I had space inside, the GT4 moved in. I'm glad the driver is fine. Despite the time penalty, it was a great weekend, but in the end we are sad."

Ayhancan Güven: "It was a great race, but in the end it wasn't enough. Thanks to my co-drivers and Manthey."

Thomas Preining: "We prepared well but lost on the big day. That's GT racing."

#54 Dinamic GT SRL Porsche 911 GT3 R – Third place

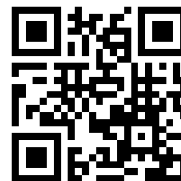
Bastian Buus: "Third place feels almost like a win. The competition was strong, but we fought hard."

Matteo Cairoli: "We were error-free and could stay out of trouble. Unexpected results are possible."

Joel Sturm: "Until the last pit stop, the podium was unclear. In the end, we brought the result home."

Loek Hartog: "Early in the morning, the podium seemed unreachable, but reliability brought us forward."

Scan the QR code for official results, tickets and exclusive content about the 24h Race 2025.



Conclusion and outlook

Ready for 2026 – The adventure continues, bigger and more intense than ever!
The 24h race 2025 again showed why only the strongest, fastest and bravest

survive here. A relentless battle against time, machine and exhaustion – marked by breathless tension, unshakable team spirit and boundless passion. This unique motorsport drama is a must-see for every fan! Be there live when history is made, or experience the thrill online!

Exciting innovations and expanded media presence are already planned for 2026. Stay up to date at www.24h-rennen.de.

PREVIEW 24H RACE 2026 SAVE THE DATE NOW!

The next **24H RACE** will take place from **14 to 17 May 2026** at the Nürburgring (27 to 30 May 2027, 25 to 28 May 2028). Be there when the best international teams from around the world fight for victory.

Experience motorsport up close exciting duels, fast pit stops and fascinating technology await you. Preparations are already in full swing.

BE THERE! - Tickets and more info can be found on the official website!

Germany is located centrally in Central Europe and is surrounded by nine neighboring countries: Denmark, Poland, Czech Republic, Austria, Switzerland, France, Luxembourg, Belgium and the Netherlands.

The **Nürburgring** is located in western Germany, in the state of Rhineland-Palatinate – in the heart of the beautiful Eifel region.

[Get tickets now](#)

Opening hours:

Race start: (14 May 2026), race end: (17 May 2026)

Venue:

Nürburgring
53520 Nürburg, Germany

Updates / insights:

For the latest updates and exclusive insights please visit the official website: www.24h-rennen.de/

More information:

Results 2025: [Official results overview](#)

Highlights & photos: [Gallery 2025](#)

Live stream and reports: [Live stream & news](#)

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24h Race 2025
Results & Highlights
Nürburgring

Data, facts and pictures on the 24h race 2025 powered by Motorsport Action