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Repeat GT World Challenge America Powered by AWS Race Wins Keep Mercedes-AMG Motorsport Customer Racing Teams JMF Motorsports and Regulator Racing in 2025 Championship Contention

Press Information

August 19, 2025

Mercedes-AMG Motorsport Customer Racing Teams JMF Motorsports and Regulator Racing Sweep Overall GT World Challenge America Race Wins at Road America

ELKHART LAKE, Wisconsin – Mercedes-AMG Motorsport Customer Racing teams JMF Motorsports and Regulator Racing combined to sweep the overall GT World Challenge America powered by AWS race wins Saturday and Sunday at Road America. The No. 34 JMF Motorsports Mercedes-AMG GT3 and team co-drivers Michai Stephens and Mikael Grenier secured convincing Pro class and overall race wins in Sunday's final 90-minute race of the SRO America weekend. The No. 34's victory followed an outright and Pro-Am-class GT Word Challenge America race win by the No. 91 Regulator Racing Mercedes-AMG GT3 team on Saturday. Co-drivers Jeff Burton and Philip Ellis garnered the somewhat unusual victory in a race that saw the clock tick just past the one-hour mark before officials called for an early checkered flag with the field parked in the pits due to severe thunderstorms.

The overall GT World Challenge America weekend sweep was the first for Mercedes-AMG Motorsport Customer Racing teams in SRO America competition since June of 2023 when CrowdStrike Racing with Riley and TR3 Racing combined for the victories.

This weekend's sweep came after a practically perfect performance by the JMF team and a perfectly imperfect run for the always competitive Regulator squad that encountered some early bad luck.

Following the team's trademark reverse driver strategy, Mercedes-AMG driver Ellis started Saturday's race from the pole in the No. 91 and quickly opened up a lead on the field of mainly silver or bronze rated sportsman or

“Am” drivers. Unfortunately, an early caution erased the lead margin, taking away a needed element of the team’s strategy.

Ellis quickly set his focus on rebuilding the gap on the field as the thunderstorm moved in and the skies grew dark. He was at the front of the field, and ultimately the only driver to lead the race, when – after an initial yellow flag period for the conditions – the red flag was shown primarily for lightning in the vicinity. The weather never cleared, and the race was called with less than 30 minutes to go.

Sunday’s conditions were decidedly different with sunny skies and temperatures never getting higher than the lower 80s. Grenier started the final race of the weekend in the No. 34 from the outside front row and on the Pro-class pole. He kept the pressure on the overall race-leading Pro-Am entry throughout his stint with Stephens taking over for the run to the finish after a perfectly timed and executed pit stop by the JMF crew.

Stephens was in first overall after the full field completed the pit stop cycle and turned in a competitive but controlled drive, at times leading the race by nearly 12 seconds.

It all went away in the race’s final minutes, however, when a late caution closed up the field and set the stage for a one-lap dash to the finish. Stephens led a close field of GT3 competitors to the line for the dual green and white flags and capably held his hard-charging Pro-class challengers off to take the victory by 1.328 seconds.

The victories were the third of the year for each team. JMF secured another overall and Pro win at Sonoma Raceway and a class victory in the final race at Circuit of The Americas (COTA). Regulator scored a class win at Sonoma and won for the second time this season after an overall and Pro-Am win in a top-two Mercedes-AMG GT3 finish with JMF in the Sunday race at COTA.

A third-place Pro-class finish in Saturday’s shortened race added to the all-podium weekend for the JMF team.

The Pirelli GT4 America scheduled weekend doubleheader at Road America was trimmed to one race after the storm that brought Saturday’s

GT World Challenge race to an early end intensified as the GT4 field was rolling out for the final race of the day. Officials cancelled the Saturday GT4 race outright due to intensified thunder and lightning, and the focus immediately shifted to Sunday's 60-minute sprint.

The No. 37 Dome Motorsport Mercedes-AMG GT4 team rolled off the trailer fast at Road America with team co-drivers Eddie Killeen and Marc Miller. The No. 37, with Miller at the wheel, posted the fastest overall Pirelli GT4 times in both Friday practice sessions, and the team was well positioned for the run to the finish on Sunday after a green flag restart with just under 20 minutes remaining.

Miller immediately picked up two Pro-Am running positions only to get caught up in the frantic battle at the front of the field. The No. 37 took a hard, side-to-side hit from another car that resulted in some damage that soon led to an even harder hit for the No. 37.

A broken left front wheel and toe link sent Miller hard into the wall exiting Turn 7, but he was uninjured in the incident despite heavy damage to the No. 37.

The Dome Motorsport team will be ready for next month's SRO America full-series weekend of competition at Barber Motorsports Park, September 5 - 7. GT World Challenge America, GT America and Pirelli GT4 America series are all scheduled for the usual doubleheader races at Barber.

The makeup race for Saturday's cancelled Road America round will also be held at Barber, which will see Dome and its Pirelli GT4 competitors contest three different 60-minute races over the course of the race weekend.

Michai Stephens, Driver - No. 34 JMF Motorsports Mercedes-AMG GT3: "To still be in the championship fight is priority number one, and you always put the team first before anything else. On the more personal side, it is just a sense of fulfillment for sure. I was beyond nervous, having gone into that last green and checkered flag situation after being in control the entirety of the race. I think the most important thing is that all three to four drivers up there at the tip of the spear had a healthy amount of respect for one another. It allowed all of us to go into it knowing that we

were going to put it on the line but not take each other out. It's a credit to my teammate Mik, a credit to the Mercedes-AMG platform and credit to the JMF Motorsport team. We had a very consistent weapon this weekend with our Mercedes-AMG GT3, and the team prepared an amazing car. We owe it all to them, and it was nice to be able to give them a return on their good faith. And to do it in front of friends and family always really just hits home. It allows you to extend the memory that was drafted up this weekend. I am so grateful to Mr. Farrow, yet again, to Mercedes-AMG, this organization at JMF Motorsports, my teammate Mik, and obviously and most importantly, the family for putting me on this earth in the first place.”

Mikael Grenier, Driver – No. 34 JMF Motorsports Mercedes-AMG

GT3: “It was a good race. We had a really fast car, and it was very consistent. That was good, because I think on a track that has a bit of tire degradation we could keep the car under us. Michai had a really, really nice stint and it was a great pit stop. The safety car was a bit nerve racking at the end there. A restart may not have been necessary, but still it made for a good show, and Michai did very well. The first car we had to start the season was good, but quite old. It was a pre-Evo car with a lot of mileage. The team decided to buy a new one as we still have some racing to do. It was very good at VIR where we debuted with it. It was a good first weekend there, but I think this weekend at Road America everything came together. In the race we were very strong.”

Marc Miller, Driver – No. 37 Dome Motorsport Mercedes-AMG GT4:

“I'm super proud of Dome Motorsport and everybody on the team. We unloaded a Mercedes-AMG GT4 that we have been tweaking on all year, and it was fast. It was a good race car, better in race trim than it was in qualifying trim, and we were fastest overall in both of Friday's practice sessions. I was pretty comfortable and ready to race when I took over from Eddie. Unfortunately, we were a lap down, so we had to fight our way through, which we were having no problem doing, but we had side contact from another car on the restart. That damaged the front of the car, knocked the toe out and broke the cast on the left front wheel, which we didn't know. It was hanging on for a while, but when it finally let go, it really let go, so that was not fun. It's also not fun for the team to have to rebuild a car that's damaged, but we'll do everything we can to get back going again and will.”

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For more information on Mercedes-AMG Customer Racing, please visit www.mercedes-amg.com/en/vehicles/customer-racing.html.