



TCR

2016

Nr. 02

World and life



International: the fight heats up



Report: Germany, Italy and Spain



Preview: new series at the start



> EDITORIAL

Next weekend, the second season of the TCR Asia will kick-off in Korea. The days ahead the season-opener are, as always, intense and we feel and live the anxiety and the excitement for this new beginning.

The TCR Asia had a very good start last year and in many ways, launching the new series together with the TCR International Series, and sharing a number of events, made our life easier.

In 2016, our second season, we still are in a start-up setting. We'll have to face a number of challenges, from racing on our own to the fact that not all manufacturers have reached the same level of 'readiness' in the products they offer to their customers. But the prospects are really great: there is a good momentum, TCR is attracting more and more interest from teams and drivers. We foresee a field of at least 15 cars (representing four brands) as from round 2 and we'll have five great events in four different countries. Together with the GT Asia, we can offer the fans an exciting race programme and we have a strong media package, focusing on TV and social media.

But, most of all, what makes us confident is the extraordinary potential that TCR racing entails. The TCR concept is growing steadily at global level and the market place is just starting to realize the potential of it. This is having already an immediate impact on the quality level of teams and drivers, and of the entire show. TCR offers great opportunities especially to young drivers: they have a platform that can bring them to a professional career, from local to global, and for only a fraction of what they would need to invest to pursue their dreams in single-seater formulae.

I am convinced that in TCR, young drivers will find more support and more opportunities, and that in a competition technically so close, it is driver talent that will make the difference.

What TCR entails for young drivers is probably the aspect that pleases me most when I look at the future, and if there is a thing that I would like to tell to young guns is "time to join is now", as those who'll do it will be ahead of the queue!

David Sonenscher
TCR Asia Promoter

TCR
2016
World and life

Editor in chief

Fabio Ravaioli

(fabio.ravaioli@tcr-series.com)

Editors

Alfredo Filippone

(alfredo.filippone@tcr-series.com)

Mark James

(mark.james@tcr-series.com)

Photography

Photo 4 (photo4@photo4.it)

Contributors

Elías Domingo, Edd Ellison,
Sean Henshelwood, Natasha Mark,
Vadim Nishikev, Salvatore Tarantino,
Koen Wijckmans

Published by

WSC Ltd, Ground Floor, 6
Dyer's Buildings, London EC1N 2JT,
United Kingdom

Designed by

Inpagina s.r.l., via Giambologna 2,
40138 Bologna, Italy
info@inpagina-bo.it

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Let's keep the costs under control!

I have always been a fan of Touring Car races, for the simple reason that spectators can identify themselves with the cars on the track. It only takes a trip to the Nürburgring 24 Hours to gauge the enthusiasm of the crowds for this or that brand.

No surprise, since Germans have devoted their national championship – the DTM – to cars that certainly are prototypes, but wear bodies reminding mass-produced street models.

Following the glorious era of the European and World championships in the 80s, Touring Car racing has experienced a steep decline, with the disappearance of many championships and the loss of Touring Car racing's most prestigious rendez-vous, the 24 Hours of Francorchamps.

This is why the inception of the TCR Series is good news. Furthermore: excellent news. The WTCC is reserved for an élite, while the TCR Series has its basis in motorsports' grassroots. The interest is huge, as shown by the array of national series being created alongside the international one. A large number of car manufacturers are already represented and others will join soon. Cars are attractive, fast enough and affordable. It's a successful launch that is bound to be amplified in the years to come. The new category has already gone beyond the

borders of old Europe to conquer new markets, especially in Asia.

For Marcello Lotti and his team the priority now is to do everything possible to keep costs under control and guarantee an equal footing in the sporting aspects. If they succeed in doing so, they will have won their bet. It won't be an easy task, as history teaches us that costs grow steadily in parallel to the success of any formula. In GT3, they have doubled in less than four years... It is imperative to avoid this trend to ensure that the category remains an affordable springboard for young talent and to give a chance to whomever could be tempted by reviving great races such as ... the 24 Hours of Francorchamps for Touring Cars!

Benoît Galand

Benoît Galand is one of the most knowledgeable Touring Car specialists among European media and the editor-in-chief of Turbo Magazine, Belgium's leading motor racing publication. The Liège-born 58-year-old started his career working for Autohebdo and several Belgian dailies, covering the European and World Touring Car championships. Quite logically for a Belgian, he has a special relationship with the Spa 24 Hours, as a journalist but also as the official commentator and as a driver, with ten participations and two class wins.

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Gianni Morbidelli's Honda Civic leads the pack
at the start in Estoril Race 1



FIVE DIFFERENT RACE WINNERS,
REPRESENTING THREE DIFFERENT TEAMS AND CAR BRANDS,
FROM SIX RACES: THE START OF THE SEASON PROVED
THAT THE FIGHT FOR THE TITLE IS CLOSER THAN EVER

**A crowded top level
in the standings!**

After rounds in Bahrain, Estoril and Spa, the three drivers on top of the standings – Pepe Oriola, Gianni Morbidelli and James Nash – are separated by just four points. Four other drivers are close behind ... and closing the gap.

Thanks to a perfect weekend in the Bahrain season-opener where he took both wins, Pepe Oriola, at the wheel of a Team Craft-Bamboo Lukoil SEAT León, is the current leader. The Spaniard, runner-up in the inaugural 2015 TCR season, is showing his usual strong form, but also a new and fresh attitude to competition that makes him a very serious candidate for the title. His teammate James Nash is second with one win, proving immediate competitiveness in his return to Touring Car racing. Evergreen touring car master Gianni Morbidelli is currently third in the standings with the WestCoast Racing Honda Civic, having alternated very strong performances (a win in Portugal) with several unlucky outings. His new teammate, the young Finn Aku Pellinen, is fourth, having already taken his maiden TCR win in Round 5, at Spa.



SEAT, Honda and Volkswagen cars fight on equal performance



Morbidelli claimed his first victory in Portugal



James Nash
has soon settled
among the series'
top drivers



Development break for Opel, Alfa and Subaru

The level of competitiveness in the TCR International Series is proving extremely high, making the challenge particularly hard for the most-recent cars to appear. This explains why the Opel Astra, Alfa Romeo Giulietta and Subaru WRX Sti have all taken a break to continue testing and development.

This is the case for the Opel Astra, after its debut in Bahrain. Jörg Schrott, Opel Motorsport Director, explained: *"The event in Bahrain, which was part of our test and development programme, provided us with some valuable results. The development of the Astra TCR is not finalized yet, so we will now thoroughly continue the test and development programme. As soon as it is completed, we will start the delivery of the Astra TCR to our customers."*

The Alfa developed by Romeo Ferraris suffered some electronic issues both at Bahrain and Estoril: *"The team has identified the areas to be addressed but needs some more time to find a solution"*, explained driver Michela Cerruti. Finally, the Subaru WRX Sti has shown excellent potential but, as Top Run team manager Renato Russo stated, *"we need to fine-tune the transmission in order to exploit the great possibilities of the engine and the chassis."*





The Belgian event also saw the first win of the year for the Volkswagen Golf GTI and the maiden success for the new and ambitious Leopard Racing. The home event for the Belgian-Luxemburg squad provided no less than a 1-2-3 triumph in Race 2. Jean-Karl Vernay and Stefano Comini are now on their way to join the club of title contenders. The Frenchman has adapted quickly, taking a maiden win in what was only his sixth race in a front-wheel drive car, while the Swiss and reigning TCR Champion is still chasing his first success of the season and has targeted the next round at Imola to achieve it.

Others showed great promise in this first stretch of the season: from Craft-Bamboo's Sergey Afanasyev, faster and more consistent in his second touring car season, to Dušan Borković and Mat'o Homola, always among the front-runners with their SEAT León cars of B3 Racing Team Hungary. Incidentally, these are the three men having signed the first three pole positions of 2016. With things standing this way, it is difficult to predict who will emerge as Champion, but one thing is sure: it is going to be a great fight and a grand show in the months ahead!

ESTORIL - RACE 1, SUNDAY 24 APRIL 2016

	DRIVER	CAR	TEAM	
1	Gianni Morbidelli	Honda Civic TCR	WestCoast Racing	15 laps in 27:53.287
2	Jean-Karl Vernay	Volkswagen Golf Gti TCR	Leopard Racing	1.026
3	Stefano Comini	Volkswagen Golf Gti TCR	Leopard Racing	4.113
4	Mat'o Homola	SEAT León TCR	B3 Racing Team	5.463
5	Sergey Afanasyev	SEAT León TCR	Craft-Bamboo Lukoil	5.841
6	James Nash	SEAT León TCR	Craft-Bamboo Lukoil	7.513
7	Aku Pellinen	Honda Civic TCR	WestCoast Racing	14.651
8	Pepe Oriola	SEAT León TCR	Craft-Bamboo Lukoil	20.515
9	Loris Hezemans	SEAT León TCR	Baporo Motorsport	20.716
10	Francisco Mora	SEAT León Cup Racer	Baporo Motorsport	21.078

Fastest lap: Mat'o Homola, 1:49.276, average 137.773 kph, lap 3

ESTORIL - RACE 2, SUNDAY 24 APRIL 2016

	DRIVER	CAR	TEAM	
1	James Nash	SEAT León TCR	Craft-Bamboo Lukoil	15 laps in 27:48.901
2	Stefano Comini	Volkswagen Golf Gti TCR	Leopard Racing	2.252
3	Gianni Morbidelli	Honda Civic TCR	WestCoast Racing	7.241
4	Sergey Afanasyev	SEAT León TCR	Craft-Bamboo Lukoil	9.592
5	Jean-Karl Vernay	Volkswagen Golf Gti TCR	Leopard Racing	11.622
6	Aku Pellinen	Honda Civic TCR	WestCoast Racing	16.759
7	Davit Kajaia	Volkswagen Golf Gti TCR	Liqui Moly Team Engstler	19.190
8	Mat'o Homola	SEAT León TCR	B3 Racing Team	20.927
9	Francisco Mora	SEAT León Cup Racer	Baporo Motorsport	21.259
10	Pepe Oriola	SEAT León TCR	Craft-Bamboo Lukoil	32.535

Fastest lap: Gianni Morbidelli, 1:49.095, average 138.001 kph, lap 5

INTERNATIONAL SERIES



Leopard Racing's Jean-Karl Vernay and Stefano Comini finished 1-2 in Spa Race 2



Test races for the Peugeot 308 at Spa

The event at Spa-Francorchamps saw a very interesting race debut: the Peugeot 308 Racing Cup car made its first race appearance after having taken part in the BoP test at Valencia in March. Run by Sébastien Loeb Racing, the two 308 cars of Peugeot Sport were entrusted to the expert Grégory Guilvert, who has conducted the car's development programme, and young gun Jimmy Clairret. The Belgian outing was extremely positive, as both cars ran trouble-free, finishing both races, with Clairret even making it to Q2 in qualifying.

"This was for us a test race to try to evaluate the possibilities of a car which has not initially been designed for TCR," stated Franck Tiné from SLR, "and we are very satisfied with the outcome and with the useful info gathered. We have appreciated the experience a lot, together with the warm welcome we received, and were impressed with the level of the series. Clearly, such a fast track as Spa wasn't the ideal circuit for a car equipped by a smaller engine (1.6 turbo) and we suffered on the straights and in re-acceleration, but the dynamic behavior of the car was excellent and proves that the 308 has a great basis."

SPA-FRANCORCHAMPS - RACE 1, FRIDAY 6 MAY 2016

	DRIVER	CAR	TEAM	
1	Aku Pellinen	Honda Civic TCR	WestCoast Racing	9 laps in 23:19.800
2	Pepe Oriola	SEAT León TCR	Craft-Bamboo Lukoil	0.376
3	Dušan Borković	SEAT León TCR	B3 Racing Team	1.294
4	Mat'ò Homola	SEAT León TCR	B3 Racing Team	5.476
5	Gianni Morbidelli	Honda Civic TCR	WestCoast Racing	6.724
6	Kevin Gleason	Honda Civic TCR	WestCoast Racing	7.208
7	Davit Kajaia	Volkswagen Golf Gti TCR	Liqui Moly Team Engstler	9.669
8	James Nash	SEAT León TCR	Craft-Bamboo Lukoil	16.593
9	Sergey Afanasyev	SEAT León TCR	Craft-Bamboo Lukoil	17.076
10	Antti Buri	Volkswagen Golf Gti TCR	Leopard Racing	17.374

Fastest lap: Jean-Karl Vernay, 2:33.702, average 164.000 kph, lap 3

SPA-FRANCORCHAMPS - RACE 2, SATURDAY 7 MAY 2016

	DRIVER	CAR	TEAM	
1	Jean-Karl Vernay	Volkswagen Golf Gti TCR	Leopard Racing	9 laps in 23:15.816
2	Stefano Comini	Volkswagen Golf Gti TCR	Leopard Racing	2.262
3	Antti Buri	Volkswagen Golf Gti TCR	Leopard Racing	4.584
4	Mat'ò Homola	SEAT León TCR	B3 Racing Team	6.791
5	Aku Pellinen	Honda Civic TCR	WestCoast Racing	7.728
6	James Nash	SEAT León TCR	Craft-Bamboo Lukoil	11.555
7	Pepe Oriola	SEAT León TCR	Craft-Bamboo Lukoil	12.326
8	Kevin Gleason	Honda Civic TCR	WestCoast Racing	13.032
9	Sergey Afanasyev	SEAT León TCR	Craft-Bamboo Lukoil	13.356
10	Pierre-Yves Corthals	SEAT León Cup Racer	Ferry Monster Autosport	18.534

Fastest lap: Jean-Karl Vernay, 2:33.945, average 163.800 kph, lap 5

National Germany



series underway: Italy and Spain

AFTER TWO EVENTS, THE ADAC TCR GERMANY IS ALREADY ATTRACTING HUGE INTEREST, AS THE CATEGORY MOVES ITS FIRST STEPS IN ITALY AND SPAIN AS WELL



Antti Buri leads the ADAC TCR Germany field at the Sachsenring



The SEAT of Josh Files claimed a double victory at Oschersleben

Germany: foreign drivers set the pace

The first season of the ADAC TCR Germany is already making an impact on the country's motorsport world. It took only two race meetings to the brand new championship to attract huge interest from media and fans, reviving a long-standing tradition for production touring car racing and offering a field of nearly twenty cars.

The four races that took place at Oschersleben and Sachsenring provided plenty of emotions, with overtaking manoeuvres, swapping of positions, close battles and contacts between the SEAT, Volkswagen and Honda cars. Ten or so drivers have proved that they can win races or fight for podium results.

The level of the competition is quite high, with Josh Files of Target Competition claiming a double victory at Oschersleben, while Harald Proczyk (HP Racing) and Antti

Buri (LMS Racing) scored one win apiece at the Sachsenring.

Oddly enough, none of the German drivers has been able to win so far, as victories went to a Briton an Austrian and a Finn. They are all at the wheel of SEAT cars (though Files will soon switch to an Opel Astra), but Volkswagen drivers Tim Zimmermann and Benjamin Leuchter, or Honda's Steve Kirsch have proved to have the pace for fighting on equal footing.

After four rounds, Proczyk is leading the championship with 70 points, followed by Files (63) and Leuchter (58). The championship will resume on 18 and 19 June at Oschersleben for rounds 5 and 6 that will be in the frame of the TCR International Series event.

➔ [TCR Germany webpage](#)



Door-to-door fight between the VW Golf Gti of Tim Zimmermann and Steve Kirsch's Honda Civic



Harald Proczyk on his way to win the first race at the Sachsenring



Benjamin Leuchter chased by Josh Files in Oschersleben's Hotel bend

Italy: Colciago dominates the opening event

The Italian Touring Car Championship (CIT) has turned over a new leaf to follow the TCR concept and from this year has dropped the endurance format and reverted to two sprint races.

A TCR car made a first appearance in 2015, when the SEAT León of Valentina Albanese dominated the season and won the championship in front of more powerful machines.

This year TCR forms the championship backbone with a dozen of entries, while the TCS class for production cars completes the field. The championship began last week in Adria, where Roberto Colciago – a former champion in the Italian F3 and Touring Cars – claimed a double

victory at the wheel of his Honda Civic run by AGS Motorsport.

Despite he had rarely raced in recent years, Colciago proved that he has not lost a bit of his driving skills; his competitors, all driving SEAT León cars, were only able to challenge him during the early stages of the races.

Alberto Viberti finished twice runner-up, while Jonathan Giacon in Race 1 and Marco Costamagna in Race 2 claimed the third position.

The second race meeting will take place at Misano on June 12.

→ [TCR Italy webpage](#)



Roberto Colciago won both the CIT opening races at Adria in the AGS Motorsport Honda Civic





Spain: a bunch of SEAT cars in endurance races

A TCR class has been included for the first time in the Spanish Endurance Championship (CET) that kicked off at Barcelona-Catalunya circuit one month ago.

Nine SEAT León Cup Racer cars took part in the two-hour race, fighting against a swarm of GTs and other Touring Cars; 51 vehicles that were divided into eight classes took the start.

Baporo Motorsport – a specialist of the Spanish brand – claimed a 1-2 finish in the TCR class, with Jaime Font and Faust Salom beating their Andorran teammates,

brothers Joan and Amàlia Vinyes by twenty-nine seconds. The PCR Sport trio of Unai Arrabarruena, Iñaki Vigiola and Óscar Fernández claimed the last spot on the podium a further four seconds adrift.

The SEAT of Font-Salom was classified tenth overall, only two laps behind the winning Porsche 911. The next CET meeting will take place at Navarra, on May 22.

➔ [TCR Spain webpage](#)



Jaime Font and Faust Salom won the TCR class in the CER opening round at Valencia





Four more series on

WHILE A FEW TCR SERIES HAVE ALREADY GOT UNDER WAY,
OTHERS WILL KICK OFF IN THE COMING WEEKS: ASIA, BENELUX, RUSSIA AND THAILAND.
LET'S TAKE A GLANCE AT HOW THEY LOOK

TCR cars to the fore at the start
of last year's Russian Circuit Racing Series
round at Sochi

UKOIL ЛУКОЙЛ LUKOIL ЛУКОЙЛ

time
20.06.2015
11:52:06



the starting blocks

Andy Yan's Ford Focus takes the lead at the start of TCR Asia inaugural event at Sepang



Douglas Khoo



Tin Sritrai

Asia: the second season begins in Korea

In 2015, TCR Asia was the first regional series to embrace the new concept and ran successfully over four events, with three of them (Singapore, Thailand and Macau) run together with the International Series. Hong Kong's Michael Choi was crowned the first champion in a Honda Civic of Prince Racing. The 2016 season will start at the Korea International Circuit with a strong field of entries that includes a number of the leading Asian Touring Car drivers. Eleven cars were entered for the opening round.

The strongest combination appears to be that of the Liqui Moly Team Engstler VW Golf GTI cars, driven by multiple China Touring Car champion Andy Yan and Macau's Filipe de Souza. The Volkswagen brand will also be represented by TeamWork Motorsport, with Kevin Tse and Hong-Kong-based American Bill O'Brien. 2015 race winner Tin Sritrai will switch from SEAT to a Honda Civic campaigned by Team Thailand, whilst Henry Ho – who was a strong campaigner at Macau at the end of last year – returns in a Honda for Champ Motorsports alongside Michael Ho.

The field will be completed by three SEAT cars: Douglas Khoo of Viper Niza Racing and RoadStar Racing's Terence Tse and Cheong Yu.

[TCR Asia webpage](#)

BeNeLux: a mixture of long and sprint races

Kronos Events was one of the first promoters to fully commit to TCR and launched a series that will span Belgium, the Netherlands and Luxembourg. The revival of a real Touring Car championship in countries that have a long-standing tradition in the category prompted a huge interest. Among the drivers are well known specialists like Pierre-Yves Corthals, Stéphane Lémeret and the Bleekemolen brothers, Michaël and Sebastian, while Tiago Monteiro will occasionally join in a Honda Civic.

In its effort of promoting young drivers, the RACB (Belgium's National Sporting Authority), following a selection process that attracted 565 applications,

entrusted a SEAT León to Sam Dejonghe and Denis Dupont. While most TCR series are based on sprint races, Benelux went for a different format, with one 60-minute Qualifying Race and four Sprint races during each weekend, with two drivers sharing the cars. In a very creative system, the starting grid for the Qualifying Race will be determined by a vote on social networks.

The inaugural event will take place at Spa-Francorchamps on May 21 and 22; five others will follow at Zandvoort, Zolder, Colmar Berg, Assen and Mettet.

➔ [TCR Benelux webpage](#)



The Volkswagen Golf Gti of Richard and van Dalen



RACB's
young lions



Brothers Edouard and Guillaume Mondron share a SEAT León

Russia: the field grows from three to ten

For the second year TCR cars have a dedicated class inside the RAF Russian Circuit Racing Series. In 2015, only Lukoil Racing took up the challenge, running three SEAT León cars for Aleksey Dudukalo, Roman Golikov and Rustam Akiniyazov. The trio dominated in both performance and reliability; Dudukalo, Golikov and Akiniyazov filled the three top positions in the championship ahead of a bunch of Super 2000 and Super Production cars.

The promoter's bet has paid off and for the new season no fewer than ten competitors are entered in the TCR class, all at the wheel of SEAT cars. Lukoil Racing reinforced its winning team with the addition of former European Touring Car champion Nikolay Karamishev to Dudukalo and Golikov, while another ETCC champion, Dmitry Bragin, will race for TAIF Motorsport that will also field three cars. Amongst the other participants are Irek Minnakhmetov, former champion in the Russian Rallycross series and Rustam Minnikhanov, the winner of Russian and European Autocross titles.

The RCRS will begin at the Smolensk Ring on May 15 and will then visit Nizhny Novgorod, Grozny, Sochi (with the TCR International Series), Moscow Raceway, Myachkovo and Kazan.

➔ [TCR Russia webpage](#)



The three SEAT cars of Lukoil Racing dominated the Russian championship in 2015



SEAT León and Honda Civic cars will form the backbone of the new TCR Thailand series



Thailand: a historic step for Thai motorsport

In ten days time TCR Thailand will roar into life for its first-ever race at Buriram and it's going to be one of the most highly anticipated debuts of a series in Thai motorsport history.

The interest started to bubble from the moment that Racing Spirit announced that TCR Thailand would be launched in 2016 and it has grown steadily since.

The championship will have four rounds as part of the Thailand Super Series, the premier series in the ASEAN region, plus two further non-championship events that will be held in conjunction with the International and Asia Series. The TCR 'mania' really kicked off last month when the first cars arrived in Thailand. The excitement from fans and media surrounding them was like no other for a new racing car. A massive buzz was generated instantly across social media.

Buriram's Chan International Circuit will host the inaugural event with at least ten cars on the grid from Honda and SEAT.

➔ [TCR Thailand webpage](#)



TCR Las Americas to kick off at Mexican GP

WSC America has officially launched TCR Las Americas, a brand new regional series reserved for TCR cars.

The announcement was made last Thursday in Santo Domingo, following a meeting between WSC Ltd. CEO Marcello Lotti and Series manager Alberto Puig with the local promoters that took place during the presentation of Dominican Republic's Campeonato de Velocidad Sunix.

The new series – the latest in a number of national and regional championships that have embraced the TCR concept – will be run between October 2016 and March 2017, visiting seven countries in the Central America-Caribbean area. Negotiations are ongoing to finalize the inaugural event as part of the Formula One Mexican Grand Prix at Mexico City's Autódromo Hermanos Rodríguez.

Marcello Lotti explained: "This was a plan we have worked on for some time, as this region is an important market for car manufacturers and has a long-standing tradition for touring car competitions. Some of the countries that will host the series already have strong national championships. As soon as we began negotiating with the local promoters we met with an overwhelming enthusiasm from them, but also from local teams and drivers. The fact that the series will be run in what we consider the 'off season' in Europe may encourage some of the European teams to take part."

The series aims for a field of 16 cars for the maiden season.

2016/2017 TCR Las Americas – provisional calendar

30th October: Mexico, Autódromo Hermanos Rodríguez (F1 Mexican GP)

27th November: USA, Homestead-Miami Speedway

18th December: Dominican Republic, Autódromo Sunix

15th January: Guatemala, Autódromo Pedro Cofiño

12th February: Costa Rica, Circuito Grupo Sur en Parque Viva

12th March: Colombia, Autódromo de Tocancipá

26th March: Venezuela, Autódromo Internacional Simón Bolívar

Italian round moves from Monza to Imola

The Italian round of the 2016 TCR International Series will take place in two weeks at Imola, on May 22.

The timetable of the event will be concentrated in one day only, on the Sunday, with the aim to make the most out of the promotion and gather as much public as possible during what will be a mid spring weekend.

TCR promoter Marcello Lotti explained: "We are grateful to the Municipality of Imola and Formula Imola for offering us this opportunity to bring an international touring car series back to this glorious and demanding racetrack. And we are currently meeting with a lot of interest from Italian teams and drivers that want to join for the event."

Imola's circuit, named after Enzo and Dino Ferrari, was built in 1952, along the Santeramo river; it underwent a complete reconstruction in 1979 and hosted both the Italian and San Marino F1 Grands Prix between 1980 and 2006. The racetrack was further modified and its facilities rebuilt in 2010.

The lap distance is 4.5 kilometres; TCR competitors will complete 14 of those laps in each race.

DRIVERS' CLASSIFICATION

TCR
International Series

	DRIVER																																		TOTAL
		Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2				
1	 Pepe Oriola	1	25	25	0	4	1	4	18	6																						84			
2	 James Nash	3	15	18	0	8	25	1	4	8																						82			
3	 Gianni Morbidelli	2	18	6	4	25	15	0	10	0																						80			
4	 Aku Pellinen	0	10	1	0	6	8	3	25	10																						63			
5	 Stefano Comini	0	6	0	2	15	18	0	0	18																						59			
6	 Sergey Afanasyev	5	12	10	1	10	12	2	2	2																						56			
6	 Jean-Karl Vernay	0	0	0	3	18	10	0	0	25																						56			
8	 Mat'ò Homola	0	4	0	5	12	4	0	12	12																						49			
9	 Dušan Borković	4	8	15	0	0	0	5	15	0																						47			
10	 Davit Kajaia	0	2	12	0	0	6	0	6	0																						26			
11	 Antti Buri							0	1	15																							16		
12	 Kevin Gleason	0	0	0	0	0	0	0	8	4																						12			
13	 Jordi Oriola	0	0	8																												8			
14	 Luigi Ferrara	0	0	4																												4			
15	 Francisco Mora				0	1	2																									3			
16	 Salman Al Khalifa	0	0	2																												2			
16	 Loris Hezemans				0	2	0	0	0	0																						2			
18	 Pierre-Yves Corthals							0	0	1																						1			
18	 Mikhail Grachev	0	1	0	0	0	0	0	0	0																						1			

TEAMS' CLASSIFICATION

		TEAM																																		TOTAL
			Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2				
1	↔	Team Craft-Bamboo Lukoil	8	40	43	1	18	37	6	24	18																						195			
2	↔	WestCoast Racing	3	30	10	4	31	23	3	35	18																						157			
3	▲	Leopard Racing	0	8	0	5	33	28	0	4	43																						121			
4	▲	B3 Racing Team Hungary	4	16	15	5	12	4	6	27	15																						104			
5	↔	Liqui Moly Team Engstler	0	6	12	0	1	7	0	10	0																						36			
6	↔	Target Competition	0	1	10																												11			
7	↔	Baporo Motorsport				0	6	2																									8			
8	↔	Top Run Motorsport	0	0	6	0	0	0																									6			
8	▲	Ferry Monster Autosport							0	0	6																						6			
10		Bas Koeten Racing	0	0	5																												5			
11	▲	Sébastien Loeb Racing							0	1	1																						2			

MODEL CAR OF THE YEAR

	MODEL	Q			Q			Q			Q			Q			Q			Q			Q			Q			TOTAL
		Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	Q	R1	R2	
1	↔ SEAT León	9	40	43	6	22	37	9	33	25																			224
2	↔ Honda Civic	5	30	16	4	33	23	3	37	20																			171
3	↔ Volkswagen Golf Gti	1	18	19	5	33	28	3	14	43																			164
4	▲ Peugeot 308							0	14	10																			22
5	▲ Opel Astra	0	8	12																									20
6	▲ Alfa Romeo Giulietta	0	2	0	0	6	6																						14
7	▲ Subaru WRX STi	0	4	8	0	0	0																						12



ADAC TCR Germany

(after rounds 4 of 14)



Drivers

1	Harald Proczyk	SEAT León	70 pts
2	Josh Files	SEAT León	63
3	Benjamin Leuchter	Volkswagen Golf Gti	58
4	Steve Kirsch	Honda Civic	45
5	Tim Zimmermann	Volkswagen Golf Gti	38
6	Antti Buri	SEAT León	36
7	Bas Schouten	SEAT León	32
8	Mike Halder	SEAT León	28
9	Pascal Eberle	SEAT León	25
10	Jürgen Schmarl	SEAT León	16

Junior Cup

1	Dominik Fugel	Honda Civic	73 pts
2	Mike Beckhussen	SEAT León	68
3	Tom Lautenschlager	Volkswagen Golf Gti	61

Teams

1	HP Racing	70 pts
2	Target Competition	65
3	Racing One	61

CER

(after 1 round of 5)



Drivers

1	Jaime Font/Faust Salom	SEAT León	40 pts
2	Amàlia Vinyes/Joan Vinyes	SEAT León	36
3	Unai Arruabarrena/Oscar Fernández/Inigo Vigíola	SEAT León	32
4	Harriet Arruabarrena/Antonio Aristi/Jordi Masdeu	SEAT León	24
5	Vicente Dasi/Josép Parera	SEAT León	20
6	Evgeniy Makushin/Zakhar Makushin	SEAT León	16
7	Michael Lepoutre/Álvaro Fontes	SEAT León	14
8	Jaime Carbó/Alan Sica	SEAT León	10

TCES

(after round 1 of 3)



Drivers

1	Bert de Heus/Ivo Breukers/Rik Breukers	SEAT León	29 pts
2	Nabil Moutran/Ramzi Moutran/Sami Moutran/Phil Quaife	SEAT León	26
3	Adam Jones/Gavin Jones/Jacob Hodson/Lea Hodson	SEAT León	24
4	Dennis de Boorst/Melvin de Groot/Pim van Riet/Sebastian Bleekemolen	SEAT León	21
5	Gijs Bessem/Harry Hilders/Martin van den Berge	SEAT León	18

CIT

(after round 2 of 14)



Drivers

1	Roberto Colciago	Honda Civic	44 pts
2	Alberto Viberi	SEAT León	30
3	Marco Costamagna	SEAT León	15
4	Romy Dall'Antonia	SEAT León	15
4	Samuel Piccin	SEAT León	15
6	Vincenzo Montalbano	SEAT León	13
6	Eugenio Pisani	SEAT León	13
8	Jonathan Giacon	SEAT León	12
9	Daniele Cappellari	SEAT León	12
10	Fabio Fabiano	SEAT León	8
10	Emiliano Giorgi	SEAT León	8

24H Series

(after rounds 3 of 10)



Drivers

1	Nabil Moutran/Ramzi Moutran/Sami Moutran/Phil Quaife	SEAT León	54 pts
2	Harry Hilders	SEAT León	52
3	Ivo Breukers/Rik Breukers	SEAT León	40
4	Melvin de Groot/Sebastian Bleekemolen	SEAT León	36
5	Gijs Bessem	SEAT León	36
6	Bert de Heus	SEAT León	29
7	Adam Jones/Gavin Jones/Jacob Hodson/Lea Hodson	SEAT León	24
8	Pim van Riet/Dennis de Boorst	SEAT León	21
9	Andrew Hack/Daniel Wheeler/Kane Astin/Lucas Orrock	SEAT León	22
10	Harriet Arruabarrena/Antonio Aristi/Jordi Masdeu/Inigo Vigíola	SEAT León	18
10	Martin van den Berge	SEAT León	18



**What's
next
in the
world
of TCR**

15 May	TCR Asia	Yeongam, South Korea
15 May	TCR Russia / TCR Europe	Smolensk
15 May	TCR Portugal	Braga
22 May	TCR International Series	Imola, Italy
22 May	TCR BeNeLux	Spa-Francorchamps, Belgium
22 May	TCR Thailand	Buriram
22 May	TCR Spain	Navarra
29 May	TCR Russia	Nizhniy Novgorod
29 May	Endurance	24H Nürburgring, Germany
5 June	TCR International Series	Salzburgring, Austria
12 June	TCR Asia / TCR Thailand	Buriram
12 June	TCR Italy / TCR Europe	Misano
12 June	TCR Portugal	Vila Real