

# 2016 TCR

Nr. 05

World and life



International Series: the Asian leg



Feature: sharing the costs



Report: The world in action



## > EDITORIAL

We're very pleased with how the inaugural season of TCR Thailand is progressing.

As soon as we understood the concept, we realised it would resonate here and tick all the boxes. Touring car racing is popular in Thailand with full grids, but equality of the cars has been an issue and as Thai drivers are now looking to race internationally our local regulations didn't offer that opportunity.

TCR addresses those issues; equality of the cars creates a level playing field where drivers can compete against each other with confidence and crucially they can also make the most of the international opportunities.

Having both TCR International and TCR Asia series visiting Buriram this year is an unrivalled chance for our drivers and teams to measure themselves against top internationals on an equal footing – and within a cost effective comfort zone. It's an ideal first step. That our competitors have been able to measure up well against the best in TCR Asia Series has given everyone a confidence booster.

Racing Spirit has made a major investment to support TCR Thailand in all key areas, including in parts support, and after two events its progressing well, interest is growing fast. We expect the grid to move into double figures by the end of the year and to keep growing.

We're also proud of the fact that we're the first domestic TCR series in Asia – and that in itself emphasises just where Thai motorsport is going and TCR is a good reflection of that.

**Paritat Bulbon**  
Managing Director Racing Spirit

**2016 TCR**  
World and life

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# TCR brought a new excitement to Touring Car racing

There's a new excitement about Touring Car racing across Europe thanks to the TCR Series, which has been missing for quite a few years since the rather rapid and recent decline of the national touring car championships.

While a few national series, such as the British Touring Car Championship survive in isolation, others have staved off death through excessive cost-cutting, such as the Scandinavian championship, as others have devolved into anonymous club-level series, or just simply disappeared entirely.

In just two short years, the TCR formula has reignited that middle tier between amateur and professional racing.

While the TCR International Series functions as a grand showcase, taking some of the world's best touring car drivers and teams across the world to demonstrate the product, it's the national and regional classes which are actually the most exciting prospect for TCR. The ADAC TCR Germany series shows just what can be done to build a competitive and exciting 20-car national championship from scratch, and that's in a country that had no real gap to fill anyway, with the DTM as its top tier manufacturer-backed series, and with competitive GT championships and a second

tier touring car series in the Deutscher Tourenwagen Cup already in existence. TCR Benelux fills the void which was formed when the Belgian Touring Car Series imploded just five years ago, and suddenly out of nowhere the world is exposed to a number of fast up-and-coming Belgian and Dutch drivers, ready to move up into the International Series and beyond with the right support. While the WTCC has started looking to single-seaters and to the ultra-competitive Argentinian touring car driver market for its next generation of competitors, TCR is helping Europe and Asia get its house in order, and soon it won't be long before the best tin-top talent can be found without having to look too far after all.

**Neil Hudson**

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*Neil Hudson has established himself as one of the most qualified journalists in Touring Car racing. Besides being managing editor of [TouringCarTimes.com](http://TouringCarTimes.com) he also writes for [Motorsport.com](http://Motorsport.com) and covers a whole array of touring car classes, from smaller national series to the world's largest, such as the DTM, the BTCC, STCC, WTCC and the V8 Supercars Championship.*

*Neil has a passion for touring car racing as one of the most entertaining and enthralling classes of motorsport, and one that best connects the fans and the manufacturers with the cars and models that can be both raced and driven on the road.*



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# The Final Leg begins

TCR INTERNATIONAL SERIES HEADS EAST

Following the two races at Sochi in Russia, the TCR International Series took an eight-week break before the drivers, teams and TCR staff regroup in Thailand for the first of four events in the Far East that will decide the various TCR titles. Over a third of the season still lies ahead, so those final four events will provide a real sting in the tail for the competitors. First comes the pair of races at Buri-

ram, the Thai circuit that saw the honours shared between Stefano Comini and Pepe Oriola in 2015, with each claiming one race victory. In addition, pole position went to Gianni Morbidelli, so all three drivers will be eager to return to the Chang International Circuit.

Mid-September sees arguably the season's most spectacular setting – the Marina Bay street circuit in Sin-

gapore. Supporting the Formula One Singapore Grand Prix once again, one of two night races in the TCR calendar provides one of the highlights of the season. We are guaranteed to see a new name added to list of Singapore race winners as neither of the 2015 victors – Kevin Gleason and Jordi Gené – is scheduled to take part this year.

The penultimate round of the series

# Singapore



is another Formula One event – at Sepang in Malaysia – that takes place at the beginning of October. The heat of Kuala Lumpur may well play an important part in proceedings, just as it did when Sepang hosted the opening races in the 2015 TCR International Series. Stefano Comini made history on that occasion by becoming the first-ever winner of a TCR race.

The Swiss driver clinched the 2015 TCR title at the very last race of the year in Macau and the iconic street circuit once again will provide the season finale this year. The narrow track and unforgiving concrete barriers offer a daunting challenge for newcomers, yet the former Portuguese colony acts as a magnet for drivers and so we may well see a repeat of the kind of one-off drive that

saw former World Champion Rob Huff join the TCR International Series in Macau last year.

Heading for Buriram, the top six drivers are separated by a total of 37 points with Comini leading by a single point from his friend and closest rival Pepe Oriola. Each of the eight remaining races offers 25 points for victory, however, so the battle for the TCR drivers' title is far from over...



# TCR for two: a solution rather than a choice

CAR SHARE IS THE KEY TO CUTTING COSTS FOR TEAMS AND DRIVERS



# MOTION AND MOBIL

Driver change for the RACB National Team SEAT León of Sam Dejonghe and Denis Dupont during the TCR Benelux Qualifying Race at Zandvoort



As the TCR concept takes roots in numerous countries and series, peculiarities have started to appear. One of the most interesting is that, in some series, cars can be shared by two drivers. Multi-driver line-ups are standard in long-distance races (where TCR cars are becoming more and more popular), but less so in traditional Touring Car racing. The Benelux, Portuguese and Italian series all allow for two drivers to share one car.

In the Benelux series, it is a deliberate choice that has crafted the format of the competition itself. Promoter Marc Van Dalen explains: "For us, designing the series around the possibility of having two drivers sharing a car was a must-have. It was the right option to give teams and drivers more possibilities to compete, as the budget for running one car can be shared between two drivers. This was also crucial to attract young drivers, which was one of our stated objectives." The event format of the Benelux series is unique within the TCR sphere, with a long qualifying race (1 hour) that includes a driver change, and two double sprint races, with one of the drivers at the wheel in the first two and his co-driver replacing him for Races 3 and 4. Drivers score both their own points and those achieved by their teammate. The championship leader Stéphane Lémeret admits: "From a sporting point of view, it is a little bit odd to score the points of a race you haven't taken part in, but I understand it's the only way to avoid separating two guys who share the same car and... budget."



**Ronnie Latinne and Maxime Potty co-drive the Volkswagen Golf of Team WRT**







TCR Italy: Samuele Piccin and Romy Dall'Antonia share a SEAT León run by BF Motorsport



TCR Benelux: the Delahaye Racing SEAT León of Edouard and Guillaume Mondron



TCR Portugal: the Team Novadrivers Volkswagen Golf of Manuel Gião and Francisco Abreu; Francisco Carvalho/Nuno Batista, Veloso Motorsport SEAT León (bottom)

## Car pooling 'not impossible' in the TCR International Series

Sharing a car is not currently allowed by the Sporting Regulations of the TCR International Series. However, it can't be ruled out that this possibility might be introduced in the near future with the aim of cutting costs.

Marcello Lotti, promoter of the International Series reflects on this idea: "The TCR concept is already tailored towards keeping the running costs under strict control at an affordable level. However, it is clear that allowing drivers to share a car may be a valid ploy to further reduce those costs. This also offers the opportunity to get involved with TCR racing to a greater number of drivers. Nothing prevents us from implementing this in the International Series, although I don't see it as the standard principle but rather as an exception that could decide a dedicated trophy."





In Portugal and Italy, the situation is different as the respective national series regulations allow for a car to be shared by two drivers, but are not specifically designed for that option, which was foreseen for easing budgetary constraints. "Reducing costs is the only plus," reckons Luis Veloso, team principal of Veloso Motorsport that runs SEAT León cars with both single and two-driver line-ups in the Portuguese series, "I think having single drivers is better for the show and visibility, and is probably what any driver would prefer, but we have to take into consideration the reality of things. For a team, it is also better, in terms of race strategy and set-up of the car".

That's also the opinion of Imerio Briigliadori, who heads BF Motorsport which runs three SEAT León cars entrusted to pairs in the Italian series. "The sum of the two parts of the pairing is, of course, important," he reflects, "but even if the level of the two drivers is very close, you will never have the same performance, nor an ideal set-up of the car either. Add this to the fact that, with two drivers, each of them has less track time in free practice and qualifying, and at the end you inevitably have a handicap in performance."

So it's not certain that two is better than one, as we have seen, but partnerships are often a choice dictated by reason...



**TCR Italy: BF Motorsport's Vincenzo Montalbano and Imerio Briigliadori at Misano**



# The title fights take shape

ROUND-UP OF THE TCR SERIES AFTER THE SUMMER BREAK





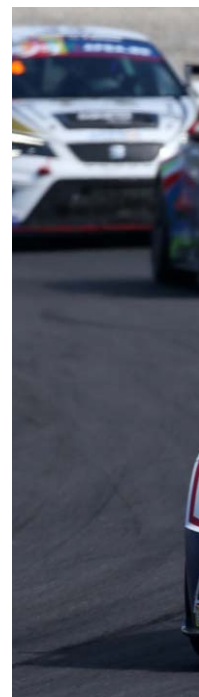
## Tough battles in Zandvoort and Zolder

The second and third events of the series offered some exciting battles, with SEAT, Honda, Volkswagen and Opel facing each other on equal footing.

Touring Car specialists like Vincent Radermecker and Pierre-Yve Corthals faced a bunch of young lions, while the addition of guest stars like Tiago Monteiro, Norbert Michelisz, Jeffrey van Hooydonk and Matt Neal made the championship even spicier.

In this competitive environment, DG Sport Compétition is making a brilliant job in developing the Opel Astra that, eventually, claimed its first victories at Zolder. This enabled Corthals and his co-driver Frédéric Caprasse to move up to second place in the standings, 54.5 points behind Stéphane Lémeret in the Boutsen Ginion Racing Honda Civic. It is remarkable that the first four

teams classified in the standings are in four different cars. The season has just reached its halfway point and with three race meetings to go, anything can happen.





### Results

Zandvoort, Round 5, Saturday 16 July

1. Norbert Michelisz (Honda Civic); 2. Amaury Richard (Volkswagen Golf GTI); 3. Vincent Radermecker (Volkswagen Golf GTI)

Zandvoort, Round 6, Saturday 16 July

1. Vincent Radermecker (Volkswagen Golf GTI); 2. Benjamin Lessenes (Honda Civic); 3. Norbert Michelisz (Honda Civic)

Zandvoort, Round 7, Sunday 17 July

1. Jeffrey van Hooydonk (SEAT León); 2. Loris Hezemans (SEAT León); 3. Pierre-Yves Corthals (Opel Astra)

Zandvoort, Round 8, Sunday 17 July

1. Loris Hezemans (SEAT León); 2. Jeffrey van Hooydonk (SEAT León); 3. Mathieu Detry (SEAT León)

Zolder, Round 9, Saturday 20 August

1. Vincent Radermecker (Volkswagen Golf GTI); 2. Didier van Dalen (Volkswagen Golf GTI); 3. Sam Dejonghe (SEAT León)

Zolder, Round 10, Saturday 20 August

1. Vincent Radermecker (Volkswagen Golf GTI); 2. Frédéric Caprasse (Opel Astra); Edouard Mondron (SEAT León)

Zolder, Round 11, Saturday 20 August

1. Pierre-Yves Corthals (Opel Astra); 2. Denis Dupont (SEAT León); Alexis van de Poele (Volkswagen Golf GTI)

Zolder, Round 12, Saturday 20 August

1. Pierre-Yves Corthals (Opel Astra); 2. Stéphane Lémeret (Honda Civic); 3. Francisco Mora (SEAT León)



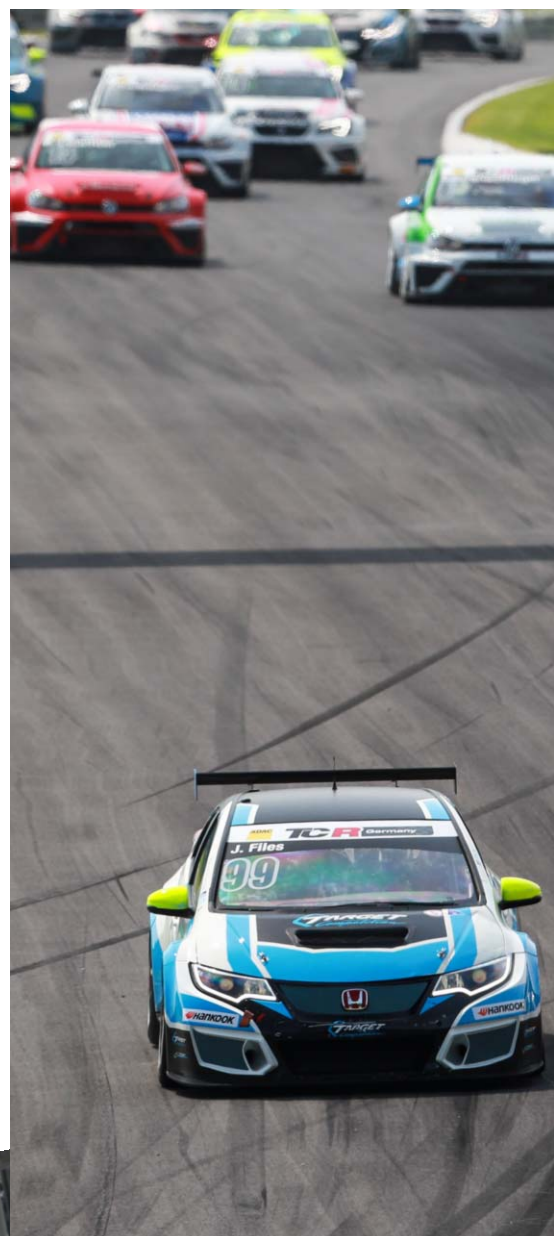
## Josh Files is close to being crowned

Target Competition's Josh Files is very close to being crowned the first champion of the German series. With five race victories and several other podium results, the Briton has proved to be one of the fastest and the most consistent driver in the field.

In the three latest race meetings at the Red Bull Ring, the Nürburgring and Zandvoort, Files was able to further stretch his points lead and while there is only one event to go - at

Hockenheim, with a possible 55 points still at stake - he has an advantage of 41.5 ahead of Harald Proczyk who won the latest race at Zandvoort that was shortened due to torrential rain.

While the other Honda drivers - Steve Kirsch and Dominik Fugel - have alternated a few good results with a number of disappointments, Antti Buri has emerged as a probable runner-up, claiming a couple of dominant wins at the Nürburgring and Zandvoort.







### Results

Red Bull Ring, Round 7, Saturday 23 July  
 1. Josh Files (Honda Civic); 2. Andrea Belicchi (Honda Civic); 3. Dominik Fugel (Honda Civic)

Red Bull Ring, Round 8, Sunday 24 July  
 1. Steve Kirsch (Honda Civic); 2. Harald Proczyk (SEAT León); 3. Antti Buri (SEAT León)

Nürburgring, Round 9, Saturday 6 August  
 1. Josh Files (Honda Civic); 2. Jordi Oriola (Opel Astra); 3. Pierre-Yves Corthals (Opel Astra)

Nürburgring, Round 10, Sunday 7 August  
 1. Antti Buri (SEAT León); 2. Mike Halder (SEAT León); 3. Josh Files (Honda Civic)

Zandvoort, Round 11, Saturday 20 August  
 1. Antti Buri (SEAT León); 2. Josh Files (Honda Civic TCR); 3. Harald Proczyk (SEAT)

Zandvoort, Round 12, Sunday 21 August  
 1. Harald Proczyk (SEAT León); 2. Antti Buri (SEAT León); 3. Mike Halder (SEAT León)





## Andy Yan stakes a claim on the title

Liqui Moly Team Engstler's Andy Yan won both races in the third race meeting of TCR Asia at the Shanghai International Circuit to stake a serious claim on the Drivers' title.

Once again his most dangerous rival, Tin Sritrai (Team Thailand), saw his chances spoiled by adverse circumstances.

In the first race the Thai driver outraked himself and went off while he was attempting to overtake Yan for the lead. He re-joined but had lost more than two seconds and was not able to fill the gap, settling for second position.

Bad luck hit Sritrai again in Race 2, in the shape of a power steering failure that forced him to slow down and eventually retire from the lead, which presented Yan with his fourth consecutive race victory.

After the first three race meetings, Yan's leading margin in the standings has been stretched to 65 points ahead of Kevin Tse, while a possible 110 are still at stake.

### Results

Shanghai, Round 5, Sunday 21 August  
1. Andy Yan (Volkswagen Golf GTI); 2. Tin Sritrai (Honda Civic); 3. Henry Ho (Honda Civic)

Shanghai, Round 6, Sunday 21 August  
1. Andy Yan (Volkswagen Golf GTI); 2. Kevin Tse (Volkswagen Golf GTI); 3. Filipe de Souza (Volkswagen Golf GTI)





## Viberti closes the gap to Colciago

In the series' fourth race meeting at Mugello, BRC Racing Team's Alberto Viberti managed to close the gap to the leader Roberto Colciago of AGS Motorsport.

Viberti had shown a strong pace from qualifying, as the young driver from Alba claimed pole position for both races, however Colciago was able to score his sixth victory out of seven races. Viberti had to settle for second place ahead of Enrico Bettera (Pit Lane Competizioni).

Colciago was set to claim yet another victory in the second race, but with four laps to go an engine issue slowed him down and he eventually dropped to ninth. Viberti inherited the win – his second of the season – beating Romy Dall'Antonia (ASD Super 2000 Racing) and Scottish newcomer Finlay Crocker (VFR Racing). With six rounds still to go, the gap between Colciago and Viberti has been reduced to 40 points.



### Results

Mugello, Round 7, Saturday 16 July

1. Roberto Colciago (Honda Civic); 2. Alberto Viberti (SEAT León); 3. Enrico Bettera (SEAT León)

Mugello, Round 8, Sunday 17 July

1. Alberto Viberti (SEAT León); 2. Romy Dall'Antonia (SEAT León); 3. Finlay Crocker (Honda Civic)



## Dudukalo cuts Bragin's advantage

The fifth event of the SMP Russian Circuit Racing Series took place at the Moscow Raceway, where Aleksey Dudukalo (Lukoil Racing) managed to reduce by fourteen points the gap from Dmitri Bragin (TAIF Motorsport), the current leader of the Touring class for TCR cars.

Bragin claimed another lights-to-flag victory in Race 1 – the sixth for him in the season so far – keeping Dudukalo at bay. For the whole race Dudukalo shadowed Bragin, putting pressure on him; the gap between them never exceeded half-a-second,

however Bragin successfully defended his lead until the chequered flag. The other Lukoil Racing drivers, Roman Golikov and Nikolay Karamyshev finished third and fourth after a fair fight.

In the second race, Bragin could only salvage fifth place after being involved in a multiple collision at the start. Dudukalo pocketed a comfortable win ahead of Pavel Yashin (Neva Motorsport) and Karamyshev. With four races still to go, Bragin's leading margin on Dudukalo has now shrunk to 24 points.

### Results

Moscow, Round 9, Saturday 23 July

1. Dmitry Bragin (SEAT León);
2. Aleksey Dudukalo (SEAT León);
3. Roman Golikov (SEAT León)

Moscow, Round 10, Sunday 24 July

1. Aleksey Dudukalo (SEAT León);
2. Pavel Yashin (SEAT León);
3. Nikolay Karamyshev (SEAT León)





## Francisco Mora dominates in Algarve

### Results

Portimão, Round 7, Saturday 9 July

1. Francisco Mora (SEAT León); 2. José Rodrigues (Honda Civic); 3. Rafael Lobato (SEAT León)

Portimão, Round 8, Saturday 9 July

1. Francisco Mora (SEAT León); 2. Nuno Batista (SEAT León); 3. César Machado (SEAT León)

Portimão, Round 9, Saturday 10 July

1. Francisco Mora (SEAT León); 2. José Rodrigues (Honda Civic); 3. Nuno Batista (SEAT León)

Portimão, Round 10, Sunday 10 July

1. Francisco Mora (SEAT León); 2. Manuel Gião (Volkswagen Golf GTI); 3. Rafael Lobato (SEAT León)

Before the start of the season, Veloso Motorsport's Francisco Mora was one of the drivers who were expected to be fighting for the title. However, a series of issues in the first two events at Braga and Vila Real frustrated all his efforts.

In the latest race meeting at Portimão, Mora finally was able to make up for the early letdowns and won all four races of the weekend in dominant fashion, despite strong competition

from José Rodrigues in the first three races and Manuel Gião in Race 4. This string of victories has enabled Mora to climb to second in the standings, only four points behind the pairing of Francisco Carvalho/Nuno Batista. But, the fight is closer than ever, with Rodrigues and César Machado/Rafael Lobato lying in third and fourth, a further ten points adrift, while Gião/Francisco Abreu are fifth, with a gap of 25 points.





## New players come to the fore

TCR Thailand's field is steadily growing with the addition of some strong newcomers. The second race meeting of the new series saw Narasak Ittiritpong and Alexander Mies shine on their maiden appearance. Ittiritpong – who had been forced to miss the season opener due to a delay in the delivery of his Honda to Vattana Motorsport – took pole position and won the first race after resisting strong pressure from Krating Daeng Racing's

Mies. The young German eventually finished third, close behind Carlo Van Dam (Singha Motorsport Team Thailand)

As Ittiritpong was stopped by a technical failure and Mies pitted because of a puncture, Van Dam – the winner of the series' first two rounds in May – managed to overcome Jack Lemvard's resistance to claim his third victory of the season.

The Dutchman has thus stretched his

### Results

**Buriram, Round 3, Saturday 9 July**  
1. Narasak Ittiritpong (Honda Civic); 2. Carlo van Dam (SEAT León); 3. Alexander Mies (SEAT León)

**Buriram, Round 4, Sunday 10 July**  
1. Carlo van Dam (SEAT León); 2. Jack Lemvard (SEAT León); 3. Grant Supaphongs (SEAT León)

leadership in the standings to 27 points ahead of Lemvard, while Grant Supaphongs is currently third with a gap of 40 points.





## STARD unveils further details about the Kia cee'd TCR

STARD unveils further details about the Kia cee'd TCR

Following months of intensive development work, STARD – the official Kia TCR developer – has revealed further details about the Kia cee'd TCR.

Michael Sakowicz, STARD CEO, explained: “We have worked intensively with full focus on the technical solutions. We are extremely pleased with the progress over the last few months and are very confident that the car will be highly competitive in all the various TCR series. The testing

programme is going very well and the results have even exceeded our expectations. We are perfectly on schedule with our project plan up until now.”

Philipp Thonet, the CTO of STARD, added: “To ensure that we pick the best suppliers, we are testing a number of different components, also bearing in mind the new tasks for TCR like endurance and 24-hour races. We are currently testing four different damper suppliers.

The same approach applies to the gearbox, brakes and so on. This process is time consuming, but

ensures that only the best package will find its way into the car!”

The official car presentation is scheduled for October 2016, but customers will be able to place pre-orders ahead of the 2017 season from September onwards.

Manfred Stohl, President Stohl Group GmbH said: “

The Kia community around the globe is incredibly interested and excited about this project, which again shows how much customers were longing for a proper Kia road car-based motorsport project.”

## Memac Ogilvy Duel Racing wins 24H Paul Ricard

The Memac Ogilvy Duel Racing staked a serious claim on the TCR title by grabbing class victory in the 24 hours of Paul Ricard, the fifth round of the 24H Series. Four SEAT Leon Cup Racer cars took the start of the French enduro, but only two of them made it to the end. Despite suffering from a puncture and suspension problems earlier on, the quartet of Ramzi Moutran, Nabil Moutran, Sami Moutran and Phil Quaife completed 519 laps of the French circuit (the equivalent of 3032 kilometres) and was classified in a brilliant 20th position overall, only beaten by GT cars and ahead of all the Touring Cars.

The RS Connect SEAT of Lea Hodson, Jacob Hodson, Adam Jones and Gavin Jones finished second, 49 laps down.

With only two rounds to go, the 24 hours of Barcelona



(2/4 September) and Brno (14/16 October), Quaife and the Moutrans have a leading margin of 30 points ahead of Harry Hilders, while the Hodsons and the Joneses are in third position with a gap of 36 points.

## Palanga to host the TCR Baltic Trophy in 2017

TCR has now reached the Baltic region, where a TCR Trophy category will be run next year within the popular Eneos 1000Km race at Palanga, Lithuania. The announcement was made during a crowded press conference in the media centre of the Palanga racetrack, just before the start of the 17th edition of the 1000Km race that was also visited by Lithuania's Prime Minister, the Minister of Transport and Palanga's Mayor.

The first TCR car sold to Lithuania, a JAS-built Honda Civic owned by the Rimo Team was exhibited in front of the media centre.

Darius Jonušis, CEO of the Vilnius-based Promo Events that organizes the race in Palanga explained: "There are a lot of teams and drivers between Lithuania, Latvia and Estonia that are looking with interest to TCR as a category that delivers high level competition at affordable costs. We think this is the right moment to start introducing TCR in the region, beginning with the creation of a dedicated category in the Eneos 1000Km from next year. This is meant to be the first step towards the establishment of a proper TCR Baltic Championship that might also extend as far as Poland."

Among this year's competitors in the Eneos 1000Km race was Steve Vanbellingen from Belgium, who is also racing a Volkswagen Golf GTI in TCR Benelux. He said: "This will be a great opportunity to open a new market to sell and rent TCR cars. And on top of this, I think that TCR cars will be very competitive at Palanga; they could even fight for the overall victory in case of rain..."



## TCES will inaugurate Racepark Meppen

The maiden season of the Touring Car Endurance Series will come to an end on September 23 and 24 in Germany. The series will have the honour to run in the first international event on the brand new Racepark Meppen that was opened earlier this year.

The 2.3km long circuit is located a few kilometres north of Meppen, in Lower Saxony and East of the Dutch border. The pit lane is 'USA style', therefore the teams will be working from special pit structures, provided and installed by TCES promoter Creventic. Mobile re-fuelling facilities, familiar from the other TCES and 24H Series rounds, will be used for the fuel stops.





## TCR International Series

(after rounds 14 of 22)



Drivers			
1	Stefano Comini	Volkswagen Golf Gti	168 pts
2	Pepe Oriola	SEAT León	167
3	James Nash	SEAT León	161
4	Jean-Karl Vernay	Volkswagen Golf Gti	146
5	Mat' o Homola	SEAT León	145
6	Gianni Morbidelli	Honda Civic	131
7	Sergey Afanasyev	SEAT León	117
8	Dušan Borković	SEAT León	96
9	Mikhail Grachev	VW Golf Gti / Honda Civic	95
10	Davit Kajaia	Volkswagen Golf Gti	64
11	Aku Pellinen	Honda Civic	63
12	Attila Tassi	SEAT León	46
13	Antti Buri	Volkswagen Golf Gti	28
14	Jordi Oriola	Opel Astra / Honda Civic	17
15	Jordi Gené	Volkswagen Golf Gti	16
16	Petr Fuřin	Alfa Romeo Giulietta	13
17	Kevin Gleason	Honda Civic	12
18	Niklas Mackschin	Volkswagen Golf Gti	6
19	Harald Proczyk	Honda Civic	5
20	Luigi Ferrara	Subaru WRX STi	4
21	Francisco Mora	SEAT León	3
21	Florian Janits	Volkswagen Golf Gti	3
21	Michela Cerruti	Alfa Romeo Giulietta	3
24	Salman Al Khalifa	SEAT León	2
24	Loris Hezemans	SEAT León	2
24	Carlotta Fedeli	SEAT León	2
27	Pierre-Yves Corthals	SEAT León	1
27	Alessandra Neri	SEAT León	1
27	Alain Menu	Honda Civic	1
27	Vladimir Sheshenin	Volkswagen Golf Gti	1

Teams			
1	Craft-Bamboo Lukoil		405 pts
2	Leopard Racing		322
3	WestCoast Racing		312
4	B3 Racing Team Hungary		289
5	Liqui Moly Team Engstler		108
6	Mulsanne Racing		21
7	Target Competition		20
8	Baporo Motorsport		8
9	Top Run Motorsport		6
9	Ferry Monster Autosport		6
11	Bas Koeten Racing		5
12	B.D. Racing Motorsport		3
13	Sébastien Loeb Racing		2

Model of the year			
1	SEAT León		503 pts
2	Volkswagen Golf Gti		424
3	Honda Civic		371
4	Alfa Romeo Giulietta		65
5	Peugeot 308		24
6	Opel Astra		20
7	Subaru WRX STi		12

## TCR Asia

(after rounds 6 of 10)



Drivers			
1	Andy Yan Cheuk Wai	Volkswagen Golf Gti	148 pts
2	Kevin Tse Wing Kin	Volkswagen Golf Gti	83
3	Henry Ho Wai Kun	Honda Civic	70
4	Tin Sritrai	Honda Civic	65
5	Filipe de Souza	Volkswagen Golf Gti	64
6	Roelof Bruins	SEAT León	41
7	Jack Lemvard	SEAT León	31
8	Terence Tse Kin Leung	SEAT León	28
9	Neric Wei Chaoyin	Volkswagen Golf Gti	20
10	Michael Ho Hon Keong	Honda Civic	18

Amateur Drivers			
1	Kevin Tse Wing Kin	Volkswagen Golf Gti	150 pts
2	Terence Tse Kin Leung	SEAT León	88
3	Douglas Khoo Kok Hui	SEAT León	59

Teams			
1	Liqui Moly Team Engstler		212 pts
2	TeamWork Motorsport		97
3	Champ Motorsport		88

## TCR Benelux

(after rounds 12 of 24)



Drivers			
11	Stéphane Lémeret	Honda Civic	260 pts
2	Pierre-Yves Corthals/Frédéric Caprasse	Opel Astra	205.5
3	Sam Dejonghe/Dénis Dupont	SEAT León	190
4	Alexis van de Poele/Romain de Leval	Volkswagen Golf Gti	167
5	Edouard Mondron/Guillaume Mondron	SEAT León	148
6	Vincent Radermecker	SEAT León / Volkswagen Golf Gti	144
7	Ronnie Latinne/Maxime Potty	Volkswagen Golf Gti	122
8	Tiago Monteiro	Honda Civic	121
9	Renaud Kuppens/Benjamin Lessenes	Honda Civic	119.5
10	Didier van Dalen/Amaur Richard	Volkswagen Golf Gti	109

Junior Cup			
1	Romain de Leval	Volkswagen Golf Gti	120 pts
2	Maxime Potty	Volkswagen Golf Gti	79
3	Benjamin Lessenes	Honda Civic	70

Teams			
1	Boutsen Ginion Racing		110 pts
2	Team WRT		110
3	DG Sport Compétition		98

## ADAC TCR Germany

(after rounds 12 of 14)



Drivers			
1	Josh Files	Honda Civic	192 pts
2	Harald Proczyk	SEAT León	150.5
3	Antti Buri	SEAT León	116.5
4	Steve Kirsch	Honda Civic	116
5	Mike Halder	SEAT León	109
6	Benjamin Leuchter	Volkswagen Golf Gti	101
7	Bas Schouten	SEAT León	77
8	Tim Zimmernann	Volkswagen Golf Gti	73

Junior Cup			
1	Tom Lautenschlager	Volkswagen Golf Gti	224 pts
2	Dominik Fugel	Honda Civic	163.5
3	Mike Beckhussen	SEAT León	101

Teams			
1	Target Competition		196 pts
2	HP Racing		157.5
3	Honda Team ADAC Sachsen		148

## CIT

(after rounds 8 of 14)



1	Roberto Colciago	Honda Civic	150 pts
2	Alberto Viberi	SEAT León	110
3	Romy Dall'Antonia	SEAT León	76
3	Samuel Piccin	SEAT León	76
5	Daniele Cappellari	SEAT León	42
6	Marco Costamagna	SEAT León	38
7	Vincenzo Montalbano	SEAT León	36
8	Enrico Bettera	SEAT León	29
9	Imerio Brigladori	SEAT León	23
10	Finlay Crocker	Honda Civic	20

## TCR Portugal

(after rounds 10 of 16)



Drivers			
1	Francisco Carvalho/Nuno Batista	SEAT León	187 pts
2	Francisco Mora	SEAT León	183
3	José Rodrigues	Honda Civic	163
4	Rafael Lobato/César Machado	SEAT León	163
5	Francisco Abreu/Manuel Gião	Volkswagen Golf Gti	152
6	José Cabral/Antonio Cabral	SEAT León	124
7	João Miguel Baptista/Gustavo Moura	Opel Astra	56

## SMP RCRS Touring

(after rounds 10 of 14)



Drivers			
1	Dmitry Bragin	SEAT León	964 pts
2	Aleksey Dudukalo	SEAT León	940
3	Pavel Yashin	SEAT León	842
4	Nikolay Karamyshev	SEAT León	838
5	Roman Golikov	SEAT León	786
6	Marat Sharapov	SEAT León	702
7	Lev Tolkachev	SEAT León	668
8	Irek Minnakhetov	SEAT León	466

Teams		
1	Lukoil Racing Team	1778 pts
2	STK TAIF Motorsport	1666
3	Innocenti-AMG Motorsport	1220

## CER

(after rounds 4 of 7)



Drivers			
1	Jaime Font/Faust Salom	SEAT León	176 pts
2	Joan Vinyes	SEAT León	120
3	Evgeniy Makushin	SEAT León	116
4	Harriet Arruabarrena / Antonio Aristi	SEAT León	116
5	Michael Lepoutre / Álvaro Fontes	SEAT León	92
6	Unai Arruabarrena / Óscar Fernández	SEAT León	90
7	Vicente Dasi	SEAT León	90
8	Zakhar Makushin	SEAT León	76
9	Íñigo Vigjola	SEAT León	76
10	Jaime Carbó / Alan Sicart	SEAT León	76

## TCR Thailand

(after rounds 4 of 8)



Pro Drivers			
1	Carlo Van Dam	SEAT León	93 pts
2	Jack Lemvard	SEAT León	66
3	Grant Supaphongs	SEAT León	53
4	Narasak Ittirtpong	Honda Civic	35
5	Paritát Bulbon	SEAT León	34
6	Alexander Mies	SEAT León	15

Am Drivers			
1	Chen Jian Hong	SEAT León	100 pts
2	Nattachak Hanjtkasen	Honda Civic	69
2	Wijak Lertprasertpakorn	Honda Civic	33

Teams		
11	Kratingdaeng Racing Team	105 pts
2	Vattana Motorsport	94
3	Singha Motorsport Team Thailand	93

## TCES

(after rounds 2 of 3)



Drivers			
1	Ivo Breukers/Rik Breukers	SEAT León	51 pts
2	Gijs Bessem/Harry Hilders	SEAT León	34
3	Bert de Heus	SEAT León	29
4	Andréj Studenič/Matej Konópka/Miroslav Horňák/Miroslav Konópka/Zdeno Mikuláško	SEAT León	28
5	Nabil Moutran/Ramzi Moutran/Sami Moutran/Phil Quaife	SEAT León	26
6	Adam Jones/Gavin Jones/Jacob Hodson/Lea Hodson	SEAT León	24
7	Kris Cools/Klaus Kresnik	SEAT León	22
8	Dennis de Boorst/Melvin de Groot/Pim van Riet/Sebastian Bleekemolen	SEAT León	21
9	Martin van den Berge	SEAT León	18
10	Simon Gras	SEAT León	16

## 24H Series

(after rounds 4 of 7)



Drivers			
1	Nabil Moutran/Ramzi Moutran/Sami Moutran/Phil Quaife	SEAT León	82 pts
2	Harry Hilders	SEAT León	52
3	Adam Jones/Gavin Jones/Jacob Hodson/Lea Hodson	SEAT León	46
4	Ivo Breukers/Rik Breukers	SEAT León	40
5	Melvin de Groot/Sebastian Bleekemolen	SEAT León	36
6	Gijs Bessem	SEAT León	36
7	Bert de Heus	SEAT León	29
8	Andrew Hack/Daniel Wheeler/Kane Astin/Lucas Orrock	SEAT León	22
9	Pim van Riet/Dennis de Borst	SEAT León	21
10	Harriet Arruabarrena/Antonio Aristi/Jordi Masdeu/Íñigo Vigjola	SEAT León	18
10	Martin van den Berge	SEAT León	18



# What's next in the world of TCR

27/28 August	TCR Russia	Smolensk
27/28 August	TCR International	Buriram
3/4 September	24H Series	Barcelona, Spain
3/4 September	TCR Italy	Vallelunga
10/11 September	TCR Thailand	Pattaya
10/11 September	TCR Portugal	Jerez de la Frontera, Spain
17/18 September	TCR International	Singapore
17/18 September	TCR Russia	Kazan
23/24 September	Touring Car Endurance Series	Meppen, Germany
24/25 September	TCR Benelux	Colmarberg, Luxembourg
24/25 September	TCR Italy	Imola
24/25 September	TCR Spain	Valencia