

2016 TCR

Nr.01

World and life



INTERNATIONAL: Opening in Bahrain



GERMANY: Ready for kick-off



SPECIAL: Long distance runners



> EDITORIAL

On behalf of all the TCR promoters worldwide, I'm proud to welcome you to the first issue of 'TCR World & Life', the new e-magazine dedicated to all the TCR series, their teams, drivers and personnel.

When we launched the TCR concept at the end of 2014, we had great expectations because we thought that a new class that was affordable for car manufacturers and independent teams alike and was capable of offering close and exciting races was exactly what was needed to fill a gap in Touring Car competitions.

However, we could never have predicted such rapid growth!

Last year, during the first TCR season, the International Series and the Asia Series proved that this was exactly the right formula, which convinced a number of different Touring Car series around the globe to embrace the TCR concept from 2016.

As a result, over 200 TCR cars will be competing this year on racetracks in Europe, Asia and America.

The TCR International Series has just begun its second season in Bahrain, one of the three events in which it supports Formula One Grands Prix.

Six brands of car manufacturers were represented in the season's opener – SEAT, Honda, Volkswagen, Opel, Subaru and Alfa Romeo – while at least two more are planning to join the series within the coming months.

We are very pleased with these figures, but we mustn't forget that we are only entering the second year of TCR; the start-up phase is not yet over and some cars are still under development. In spite of this, it is already clear that all the TCR championships and series are on course to deliver a variety of different cars and breathtaking races.

Thanks for being a part of the continuing TCR story!

Marcello Lotti
CEO WSC Ltd.

2016 TCR
World and life

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TCR is the future!

Ever since I first heard about the TCR Series, the way the cars are built and, above all, the prices of each of them and the running cost for a team or a single driver, I knew that Marcello Lotti and his team had found the way for the future of Touring Cars.

First of all they are racing cars, but arguably their best asset is that they aren't expensive when compared to other categories of Touring Cars.

The organizers clearly possess the know-how; after only a year and a half, we see constructors, teams and drivers already looking at TCR as a very plausible and solid investment opportunity.

They believe the rules will stay the same for as long as possible

because in doing so, they'll have the best return on their investment which in turn creates a great business for everyone. The companies don't have to spend a fortune on the cars, the teams can be present in a variety of national championships and at the end of the day they could have the chance of also doing an International Series in which Portuguese teams, who already have bought some cars, are looking forward to participate.

In terms of Touring Cars, this is also an opportunity that hasn't existed in a long time for Portuguese teams and their drivers, which in my opinion, is something that has also been missing in other countries.

Last, but not least, with the Balance of Performance we will surely have an enjoyable spectacle for TV audiences and the attending public. So, once again I say: TCR is the future!

José Ribeiro

José Ribeiro, 53 from Lisbon, is Sports Editor at Autohoje, the leading motoring magazine in Portugal. He started reporting on karting in 1980, following the growth of Portuguese 'young guns' like Pedro Lamy, Pedro Couceiro, Manuel Gíão and João Barbosa. He climbed all the steps of motorsport, from Formula Ford up to Formula 1, paying special attention to covered wheels: the Le Mans 24 Hours, GT and Touring Cars.



THIRD
PAGE

An exciting, 'feel-good' start to the season

The TCR International Series is off to an exciting second edition. The main story to take away from the season-opener held at Bahrain, in the glamorous shop window of the Formula 1 Grand Prix, is precisely that the 2016 season of the TCR promises to please

fans beyond expectations. The two action-packed and closely-fought races delighted the spectators present at Al-Sakhir and those throughout the world that could watch real racing in HD on TV and via web live streaming.

TCR was launched last year by Marcello

Lotti and his team with the aim to revive the true spirit of Touring Car racing, by creating a new set of technical rules that could apply to a wide range of existing car models and by providing drivers and teams with an appealing and affordable formula.



2016 started with six car brands represented. While the SEAT León, Honda Civic and Volkswagen Golf, the race winners of 2015, confirmed in Bahrain their excellent form, the models introduced later or debuting now, such as the Opel Astra, the Subaru Sti and the Alfa Romeo Giulietta, showed increasing competitiveness, the first two even making it to points finishes from scratch. More new entries are expected in the forthcoming months, adding further variety to the field. Bahrain offered plenty of duels and overtaking manoeuvres, with door-to-door and wheel-to-wheel fighting.

Those factors, on top of close, levelled competition, are the essence of Touring Car racing. It was certainly refreshing to see drivers belonging to the same team, such as Pepe Oriola, James Nash and Sergey Afanasyev from Craft-Bamboo Team Lukoil, fighting without any orders from their pits, or the three stars of WestCoast Racing, Gianni Morbidelli, Kevin Gleason and Aku Pellinen doing exactly the same. Equally surprising was to see the reigning Champion Stefano Comini challenged by new stars coming from other touring car series, such as Dušan Borković or Mat'ò Homola, and no less encouraging was to see new faces, like

Davit Kajaia, who comes from a country rarely mentioned in motorsports chronicles, Georgia, impressing everybody. Just like Michela Cerruti, a lady driver able to play on an equal footing with many of her male colleagues. In short, quality, diversity and excitement are already there, just as TCR is due to continue expanding in Asia, China, Thailand and Russia and about to be launched in other key markets such as Germany, the Benelux, Italy, Spain or Portugal. The advice, then, is to stay tuned to what happens in the TCR world. Enjoy the show!



Team mates James Nash and Pepe Oriola fight for victory in Race 2

Pepe Oriola in search of revenge

Pepe Oriola is, without any doubt, the man that has made the best start to the championship. With his two wins in Bahrain, the young Spaniard has clearly stated his ambitions for this year. The Barcelona-born driver almost seems in a quest for revenge. Last year, he lost the title to Stefano Comini in the very last event of the season, at Macau, where he had arrived as the great favourite. That defeat left him bitter, but Pepe has worked intensively during the winter, supported by a 'mental coach' specializing in sports. From what we have seen in the first two races, that work has already produced great results. Nonetheless, the road to Macau is still very long and Oriola will have to fight hard to keep his opponents at bay. First among those is his own team-mate, James Nash, who showed terrific determination in his return to Touring Cars. Not forgetting the Honda boys, in particular Gianni Morbidelli, who are always extremely effective and clever strategists, or reigning champion Stefano Comini and newcomer Jean-Karl Vernay, the two recruits to the most ambitious of the new entries, Leopard Racing.



Stefano Comini and Mat'o Homola at speed on the main straight



The Craft-Bamboo Lukoil trio in a close battle during the night race



SHAKIR - RACE 1, SATURDAY 2 APRIL 2016

	DRIVER	CAR	TEAM	
1	Pepe Oriola	SEAT León TCR	Craft-Bamboo Lukoil	10 laps in 22:25.883
2	Gianni Morbidelli	Honda Civic TCR	WestCoast Racing	2.372
3	James Nash	SEAT León TCR	Craft-Bamboo Lukoil	3.219
4	Sergey Afanasyev	SEAT León TCR	Craft-Bamboo Lukoil	4.995
5	Aku Pellinen	Honda Civic TCR	WestCoast Racing	9.902
6	Dušan Borković	SEAT León TCR	B3 Racing Team	9.919
7	Stefano Comini	Volkswagen Golf Gti TCR	Leopard Racing	20.087
8	Mat'o Homola	SEAT León TCR	B3 Racing Team	23.319
9	Davit Kajaia	Volkswagen Golf Gti TCR	Liqui Moly Team Engstler	23.364
10	Mikhail Grachev	Volkswagen Golf Gti TCR	Liqui Moly Team Engstler	24.555

Fastest lap: Gianni Morbidelli, 2:12.602, average 146.929 kph, lap 4

SHAKIR - RACE 2, SUNDAY 3 APRIL 2016

	DRIVER	CAR	TEAM	
1	Pepe Oriola	SEAT León TCR	Craft-Bamboo Lukoil	10 laps in 22:36.458
2	James Nash	SEAT León TCR	Craft-Bamboo Lukoil	1.572
3	Dušan Borković	SEAT León TCR	B3 Racing Team	6.463
4	Davit Kajaia	Volkswagen Golf Gti TCR	Liqui Moly Team Engstler	10.265
5	Sergey Afanasyev	SEAT León TCR	Craft-Bamboo Lukoil	15.063
6	Jordi Oriola	Opel Astra TCR	Target Competition	23.461
7	Gianni Morbidelli	Honda Civic TCR	WestCoast Racing	23.617
8	Luigi Ferrara	Subaru Sti TCR	Top Run Motorsport	24.851
9	Salman Al Khalifa	SEAT León Cup Racer	Bas Koeten Racing	31.718
10	Aku Pellinen	Honda Civic TCR	WestCoast Racing	34.372

Fastest lap: Pepe Oriola, 2:13.511, average 145.929 kph, lap 2



Gianni Morbidelli
defends second place from James Nash



Door-to-door battle between Davit Kajaia and Dušan Borković





John Gentry with
Michela Cerruti

The Giulietta TCR is in safe hands

John Gentry, one of the most experienced engineers in motorsport, has joined the TCR International Series to take care of Michela Cerruti's Alfa Romeo Giulietta TCR. Gentry boasts an impressive professional CV that began in Formula One had a few interludes in Moto GP and continued in Touring Cars, single seaters and Sportscars before teaming up with Romeo Ferraris to work on the Giulietta TCR project.

"It all started for me at March at the end of 1970; we were

building all sorts of cars, from Formula Ford to CanAm and it was a really good introduction to working in a proper racing team," said John. "After nearly twenty years in F1, I went motorcycle racing for a couple of years, then back to Formula One with Leyton House, then back to bikes for three years before getting my first introduction to Touring Cars at TWR in the design office, working on the Volvo BTCC project. Over the years, I've been lucky enough to work for teams like Brabham under Bernie (Ecclestone) Renault Sport and Triple 8 with Derek Warwick."

"I wrote to Mario Ferraris, saying I was interested on working for him, not realising that Miki (Michela Cerruti) was already driving for the team. I'd worked with her in Auto GP, where she won at Imola and finished on the podium in Monza, so that sealed the deal for me. I think it's nice to have a lady driving our car, but the guys shouldn't take her for granted. The Alfa Romeo is an interesting car; it needs some refining as we built it quite quickly, but I think it could be quite successful - we're still modifying it but our aim is to have two cars in Estoril. It's quite easy to find gains when you're quite a way off the pace, but it gets so much harder the closer you get to the others."



Kajaia: the driver who aims at putting Georgia on the map

Liqui Moly Team Engstler driver Davit Kajaia might be one of the newest faces in the 2016 TCR International Series but he is quite a figure in his home country, Georgia. Not only he has dominated the motorsports scene there in recent years, but he is now the highest-profile ambassador of Georgia's motor racing at international level. A role that does not scare him: as a police officer in his daily life, Captain Kajaia is used to serving his country!

"I was fascinated by motorsport since I was a child and started to race at the age of 15," says the 32-year-old from Tbilisi, "Motorsport is getting more and more popular and organized in Georgia and it's great to be able to compete in a top international series such as TCR."

The man certainly comes to the TCR series with a rich and diverse experience under his belt, having raced in single-seater formulae and Touring Car series but also rallies, hillclimbs and slaloms, and having won a wealth of national titles. His international experience started in 2012 in the Legends European Cup, where he collected three consecutive titles, before winning the TC2T class

in the ETCC last year with a BMW 320 TC.

"The TCR will be a big step forward in my career," he admits, "It is not going to be easy, because the VW Golf is still a pretty new car and I don't know most of the circuits, but I'll go for it. My objective is to try to reach the top-five and the ultimate dream would be to be able to race with an international series at home in front of the Georgian fans!"

The latter prospect may not be that far from reality. In Bahrain, Davit was accompanied by a delegation of the MIA Force, the sports club of the Ministry of Internal Affairs. This club is very active in supporting promising Georgian sportsmen in all disciplines and is the force behind Kajaia's TCR programme. The Deputy Minister of Internal Affairs, David Vardiashvili, was present together with David Nikoleishvili, Director of the Ministry's Service Agency, and Pavle Jugheli, from MIA Force. They explained: "There is a great interest for bringing a top international series such as the TCR to Georgia. That would be a wonderful opportunity to showcase our country, and we hope to be able to soon start working on a project."



Davit Kajaia impressed on his TCR maiden appearance





Rustavi, the roaring heart of Georgia

Georgia has quite some tradition in motor racing, dating back from the Soviet Union times. Today, as the country has recovered political stability, motorsport is very popular among young generations, together with the national sports: wrestling, rugby, swimming and football. The country has one FIA grade-2 track, Rustavi International Motorpark, located 20 km South East of the capital Tbilisi. This

modern venue was completely re-built in 2012 on the site of the old Rustavi. The longest of the three possible layouts is 4140 meters, and offers a very

interesting and technical combination of slow and fast sections. A perfect location for a TCR event? Let's wait and see!







**ADAC TCR
Germany
ready to roll!**



Josh Files and Mike Beckhusen will drive Opel Astra TCR cars for Target Competition

Next weekend (16-17 April) will be a key moment for the TCR community, as it marks the kick-off of the ADAC TCR Germany, certainly one of the most-awaited TCR national series, given the size of the market and the key role that the country plays in the automotive scene.

The honour to host the inaugural event of the ADAC TCR Germany falls on the Motorsport Arena at Oschersleben, near Berlin. It will be the first of the seven events of this year's series, which will also visit Sachsenring, Oschersleben again,

Red Bull Ring, Nürburgring, Zandvoort and Hockenheim. Together with the ADAC GT and the ADAC Formula 4 series, the ADAC TCR Germany is going to contribute to offering fans a terrific race weekend package, freely accessible to fans at home thanks to SPORT1's live coverage. No doubt then that there is great expectation among German racing enthusiasts ahead of the kick-off of a venture which is hoped to revive the country's great touring car tradition and has immediately

Franz Engstler and Kurt Tremel



The Liqui Moly Team Engstler will run Volkswagen Golf Gti TCR cars



attracted the support of the ADAC, the main driving force behind motorsports in Germany. "We are bound to a very successful launch and a very exciting season", comments ADAC Sports President Hermann Tomczyk.

A field of no less than 22 cars, representing four different brands and entered by 11 different teams, is expected at Oschersleben. The new Opel Astra has been chosen by Target Competition, the team from Südtirol that won the first edition of the TCR International Series in 2015, and Lubner Motorsport, while the Volkswagen Golf GTI is the option taken by Liqui Moly Team Engstler, Racing One and JBR Racing. The first two squads will also enter one SEAT

León, with Spanish machines being fielded also by LMS Racing, HP Racing, TOPCAR Sport, Steibel Motorsport, Wolf-Power Racing, ST Motorsport, SEAT Austria and JBR Motorsport. Team ADAC Sachsen, on its side, is entrusting its hopes to two Flugel-prepared Honda Civic TCR cars. Drivers confirmed so far represent six different nationalities. "The worldwide demand for the TCR concept provides us with an interesting challenge and I am convinced that interest in the series will only grow throughout the season", says Franz Engstler, who has played an instrumental role in coordinating the creation of the ADAC TCR Germany.

Let the fun commence!



Lautenschlager, a name with history...

Tom Lautenschlager (**bottom**) is one of the very young guns at the start of the ADAC TCR Germany, where he will drive one of the Golf cars of Liqui Moly Team Engstler. Not yet 18-years-old, the Baden Württemberg-born comes straight from karting, but with... a pedigree. His great-grandfather was no other than Christian Lautenschlager (**top**), one of the heroes of pre-Formula 1 Grand Prix racing. A works driver for Mercedes, Christian won twice the ACF Grand Prix, in 1904 and 1914, and the Elgin Trophy in the US also in 1914. He also competed in great races such as the Targa Florio and the 500 miles of Indianapolis, before embracing a career as test driver for Daimler-Benz.





The long distance runners of the TCR class



The SEAT León Cup Racer of Mamac Ogilvy Duel Racing won the Touring Car class in the 24H Dubai

You might think that TCR cars are built purely for sprint races, but this couldn't be further from the truth. The TCR species is made of racing cars that come straight from the very same production models it is possible to buy from your local dealers. Of course their bodies, engines and chassis are modified to achieve outstanding performances on the racetrack, but reliability remains one of their strongest points, as well as their affordable running costs.

It's not a surprise, therefore, to see them successfully taking part in long distance races such as the rounds of the 24H Series powered by Hankook and promoted by Dutch company Creventic. For the 2016 season, a separate class for TCR-spec cars was added to the portfolio of the series. "Following the increasing popularity of TCR and with more and more cars becoming available, this was a logical step," said Gerrie Willems of Creventic.

In January, the eleventh running of the Hankook 24H of Dubai was the season opener with a record entry of 100 cars. Reigning 24H Series teams' champions, Mamac Ogilvy Duel Racing from Lebanon, got the title defence off to the perfect start by claiming a commanding win in the Touring Car class with the SEAT León Cup Racer driven by brothers Ramzi, Nabil and Sami Moutran and Phil Quaife. The ZEST Racecar Engineering entry and the NKPP Racing SEAT cars rounded out the top three and a clean sweep of the podium for SEAT. The second round of the series took teams and drivers to the beautiful landscape of Italy's Tuscany region for the Hankook 12H of Mugello in March. Here, PCR Sport celebrated victory in the TCR class with its SEAT León Cup Racer driven by Harriet Arruabarrena, Antonio Aristi, Jordi Masdeu and Iñigo Vigiola. Then, last weekend, the inaugural Hankook 24H of Silverstone served both as the third round of the 24H Series and as the season opener of the new Touring Car Endurance Series (TCES). TCR cars came close to claiming overall victory, as the Team Bleekemolen SEAT León Cup Racer (Sebastiaan Bleekemolen/Melvin de Groot/Pim van Riet/Dennis de Borst) led for 15 hours before retiring with an engine failure. Two other SEAT cars finished on the podium close behind a powerful BMW M3 V8: the Red Camel-Jordans.nl (Rik Breukers/Ivo Breukers/Bert de Heus) in second and Mamac Ogilvy Duel Racing (Ramzi Moutran/Nabil Moutran/Sami Moutran/Phil Quaife) in third. So far, only SEAT cars have represented the TCR field in the 24H Series and TCES, however Honda Civic, Opel Astra and Volkswagen Golf Gti are expected to join for the upcoming rounds.



The start of the 24H Silverstone





Two SEAT León cars run abreast at Mugello



The Red Camel-Jordans.nl SEAT claimed second overall at Silverstone

TCR Benelux test-day at Circuit Park Zandvoort

The test-day for the TCR Benelux maiden season will take place on 12 May at Zandvoort's Circuit Park Zandvoort. "We are happy that TCR Benelux chose Circuit Park Zandvoort for its test-day," said Léon Rijnbeek of KNAF, the Dutch National Sporting Authority. "This is also a confirmation of the support we want to give to TCR Benelux in order to ensure a significant attendance of Dutch teams and drivers." "Taking into account the sound limitations imposed to Circuit Park Zandvoort, competitors of the TCR Benelux will have the possibility to run in three one-hour sessions. The teams that will actually enter in the series will be allowed to test for free," explained Claire Dubbelman, coordinator of TCR Benelux for the Netherlands.

Interest is growing for TCR Thailand

The first season of TCR Thailand will kick off on May 22 at Buriram's Chang International Circuit; in the meantime, the interest from local drivers and teams is growing fast. Racing Spirit, the championship promoter, is also acting as distributor in Asia for the SEAT León TCR cars and has acquired a substantial inventory of parts that is being shipped along with the six cars that have been already sold, ensuring that all SEATs that race in Thailand will be fully supported at the track this year right from the first race. One of the first outfits to choose the SEAT brand for competing in TCR Thailand was the Krating Daeng Racing Team that will field three León cars.



The first picture of the KIA Cee'd TCR

KIA Motors has distributed a picture that previews the upcoming KIA Cee'd TCR for worldwide customer motorsport (**above**). The official press release by KIA will be distributed shortly, but we have managed to gather some more detailed information. The car will feature state-of-the-art TCR specifications and components, including a 2.0L turbo GDI engine, sequential paddle shift gearbox and CAE optimised aerodynamics package.

KIA has appointed STARD (Stohl Advanced Research and Development) to handle the development for the entire programme.

STARD is a long-term technical partner of Hyundai Motor Company and KIA Motor Company and has been cooperating with the two Korean brands in projects like the Hyundai WRC and the very successful KIA K3S in the China Touring Car Championship. No details about the time plan have disclosed yet, except that the car will debut in the TCR International Series later this year after an extensive testing programme.

FRD Motorsports to build new Ford Focus TCR

The FRD Motorsports Team is currently working to completely rebuild the Ford Focus TCR cars (**right**).

"Following the technical issues we experienced last year after taking over the programme which had been started by another engineering company, we decided to start over from scratch. We re-designed the car and develop it, which prevented us from joining from the beginning of the season," explained Team Principal Kenneth Ma. The technical development is currently under way in FRD's workshop in Colorado, USA. The team plans to build four cars to begin with; they are fitted with Xtrac racing gear-boxes and 2.0-litre turbocharged engines developed by Ford Performance in Dearborn, Michigan.

"We will enter two cars for the full season in the TCR International Series, however, because we expect to begin testing in April, our target is to join the series in May at the earliest," said Brian Ma, Vice President of Technical Operations.



Teams confirm programmes for the TCR Asia Series

With five weeks still to go until the TCR Asia Series championship officially begins at Korea International Circuit, news about team participation follows one another.

"Almost daily we get new enquiries from both new and established teams in the region," WSC Asia CEO David Sönerscher explained.

China's Teamwork Motorsport and Engstler Motorsport will enter two Vol-

kswagen Golf GTi TCR cars each. Teamwork Motorsport demonstrated its skill and expertise by winning several titles in the China and Hong Kong Touring Car Championships. Engstler Motorsport returns to the Asia touring cars after a long streak of successes in recent years; the German team has signed Andy Yan and Filipe de Souza, multiple champions in the China and Macau touring cars respectively.

Singapore's Douglas Khoo will also return to the TCR Asia Series with Niza Racing, the Sepang-based operation confirmed they will campaign two SEAT León TCR cars upgraded to 2016 specs.

Reigning TCR Asia Series Teams' champion Asia Racing Team will have two SEAT cars as well for the opening round of the 2016 season in South Korea.



TCR welcomes Ben Constanduros as TV commentator

The TCR family welcomes Ben Constanduros as TV commentator for the International Series. The son of F1 commentator and journalist Bob Constanduros, Ben has established himself as one of the most respected voices in motorsport. His past experiences as a presenter, commentator and producer have included F1, the Goodwood Festival of Speed, the Le Mans 24 Hours, the Race of Champions and the WTCC.

"I have closely followed TCR in its first year and truly believe it is the future of real, competitive and entertaining Touring Car racing that I can really get excited about. Getting into the commentary box will be a return to where my career began and I also look forward to having a technical look at the cars in closer detail for 'Bens Blog'. I look forward to working with the experienced and passionate team," said Ben who will work together with pit reporter Mark James.



VIPs visit the TCR International Series

There were some illustrious guests in the TCR paddock in Bahrain last weekend. Double WRC champion Carlos Sainz (**right**) was eager to visit some old friends, like Claudio Bortoletto, today at Mulsanne Racing, who led in the past the Jolly Club team, the successful rally team for which the Spaniard was driving in his early years.

Volkswagen Motorsport Director Jost Capito (**above**), the man behind the Golf GTI TCR project was, of course, very interested in checking the form of the cars entered by Leopard Racing and Liqui Moly Team Engstler in the 2016 season-opener. This has been one of the last public appearances of Capito in his current capacity, as it has been already announced that he will soon join the management of McLaren F1.

GUSTO Technik collaborates with Volkswagen Motorsport

GUSTO Technik has been confirmed as the official Asian partner for distribution, support, and service for TCR vehicles and spare parts products of Volkswagen Motorsport. The company is planning the logistics and support for the 2016 season and will possibly utilize its Hong Kong headquarter as the support point; In addition, the technical team located in Zhaoqing, China will be responsible for providing customer support that the program demands.

GUSTO Technik Managing Director Alex Hui mentioned: "The TCR Series represents a new concept that reduces initial R&D, maintenance and spare parts cost. This certainly lowers the entry barrier for race teams, yet on a competitive level. We are currently working on a marketing and sales plan to push the Volkswagen TCR products."

Eduard Weidl, Volkswagen Motorsport's Head of Customer Sports added: "The TCR International and TCR Asia Series has proven to be successful in 2015. This year we expect more customers to run the Volkswagen TCR machines. With two very unique circuits like the Singapore Grand Prix and Macau GP on the TCR calendar, the demand for TCR cars in Asia is increasing."



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																													51		
2	▲	James Nash	3	15	18																													36		
3	▲	Dušan Borković	4	8	15																													27		
4	↔	Sergey Afanasyev	5	12	10																													27		
5	▲	Gianni Morbidelli	2	18	6																													26		
6	▲	Davit Kajaia	0	2	12																													14		
7	▲	Aku Pellinen	0	10	1																													11		
8	▲	Jordi Oriola	0	0	8																													8		
9	▲	Stefano Comini	0	6	0																													6		
10	▲	Mat'ò Homola	0	4	0																													4		
10	▲	Luigi Ferrara	0	0	4																													4		
12	▲	Salman Al Khalifa	0	0	2																													2		
13	▲	Mikhail Grachev	0	1	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		
1	↔	Team Craft-Bamboo Lukoil	8	40	43																										91
2	↔	WestCoast Racing	3	30	10																										43
3	↔	B3 Racing Team Hungary	4	16	15																										35
4	▲	Liqui Moly Team Engstler	0	6	12																										18
5	▲	Target Competition	0	1	10																										11
6	▲	Leopard Racing	0	8	0																										8
7	↔	Top Run Motorsport	0	0	6																										6
8	▲	Bas Koeten Racing	0	0	5																										5

MODEL CAR OF THE YEAR

	MODEL																																		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	 SEAT León	9	40	43																													92		
2	 Honda Civic	5	30	16																													51		
3	 Volkswagen Golf Gti	1	18	19																													38		
4	 Opel Astra	0	8	12																													20		
5	 Subaru STi	0	4	8																													12		
6	 Alfa Romeo Giulietta	0	2	0																													2		

What's next in the world of TCR

17 April	TCR Dominican Republic	Santo Domingo
17 April	TCR Germany	Oschersleben
24 April	TCR International Series	Estoril, Portugal
1 May	TCR Germany	Sachsenring
7 May	TCR International Series	Spa-Francorchamps, Belgium
8 May	TCR Italy	Adria
8 May	Touring Car Endurance Series	12H Zandvoort, Netherlands
15 May	TCR Asia	Yeongam, South Korea
15 May	TCR Russia / TCR Europe	Smolensk
15 May	TCR Portugal	Braga

TCR International Series in Bahrain



1 STEFANO COMINI (SUI)
LEOPARD RACING
Volkswagen Golf GTI TCR



2 JEAN-KARL VERNAY (FRA)
LEOPARD RACING
Volkswagen Golf GTI TCR



7 DAVIT KAJAIA (GEO)
LIQUI MOLY TEAM ENGSTLER
Volkswagen Golf GTI TCR



8 MIKHAIL GRACHEV (RUS)
LIQUI MOLY TEAM ENGSTLER
Volkswagen Golf GTI TCR



9 ATTILA TASSI (HUN)
B3 RACING TEAM HUNGARY
SEAT León TCR



10 GIANNI MORBIDELLI (ITA)
WEST COAST RACING
Honda Civic TCR



14 AKU PELLINEN (FIN)
WEST COAST RACING
Honda Civic TCR



23 ANDREA BELICCHI (ITA)
TARGET COMPETITION
Opel Astra TCR



24 KEVIN GLEASON (USA)
WEST COAST RACING
Honda Civic TCR



32 LUIGI FERRARA (ITA)
TOP RUN MOTORSPORT
Subaru STI TCR



33 JORDI ORIOLA (ESP)
TARGET COMPETITION
Opel Astra TCR



54 JAMES NASH (GBR)
TEAM CRAFT BAMBOO LUKOIL
SEAT León TCR



62 DUŠAN BORKOVIĆ (SRB)
B3 RACING TEAM HUNGARY
SEAT León TCR



70 MAT'O HOMOLA
B3 RACING TEAM HUNGARY
SEAT León TCR



74 PEPE ORIOLA
TEAM CRAFT BAMBOO LUKOIL
SEAT León TCR



77 SERGEY AFANASYEV (RUS)
TEAM CRAFT BAMBOO LUKOIL
SEAT León TCR



78 SALMAN AL KHALIFA (BRN)
BAS KOETEN RACING
SEAT León Cup Racer



79 HUSSAIN KARIMI (BRN)
BAS KOETEN RACING
SEAT León Cup Racer



88 MICHELA CERRUTI (ITA)
MULSANNE RACING
Alfa Romeo Giulietta TCR